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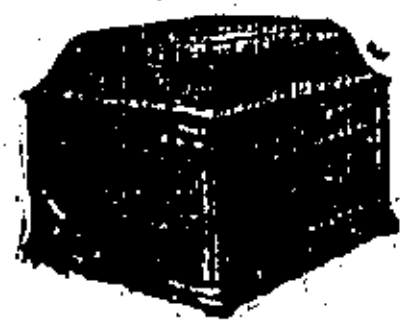
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Hongkong, 29th April, 1908. [a1491]

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Hongkong, 27th January, 1910. [364]

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Hongkong, 21st September, 1905. [432]

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Hongkong, 1st April, 1909. [476]

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[a1133]

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[1134-1]

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Hongkong, 16th October, 1907. [1565]

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NORTH CHINA INSURANCE CO.,
LIMITED.

MR. SYDNEY J. CHINCHEN has taken
Charge of the Hongkong Branch of the
above Company from This Date.

By Order of the Court of Directors.
Hongkong, 17th May, 1910. [641]

NOTICE.

HAVING assigned my Share and Interest
in the UNION TRADING CO.,
No. 34, Queen's Road Central to M. L. O. IP
SHING. Notice is hereby Given that my
Responsibility in the said Firm CEASES as
from the 1st May, 1910.

LO YOK KEE.
Hongkong, 4th May, 1910. [594]

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effects of the choicest hops. Nearly 100
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MANAGER,
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Hongkong, 6th May, 1910. [610]

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Hongkong, 18th May, 1910. [647]

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Hongkong, 24th July, 1905. [a563]

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Hongkong, 16th April, 1910. [a542]

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[a213]

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All letters for publication should be written on one side of paper only. No anonymous communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VOUTS ROAD. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 21st, 1910.

As the time draws near when the British section of the Kowloon-Canton Railway will be completed the thoughts of many people in the Colony and many beyond who are interested in the line of steel which is to link Hongkong with the great Empire of China and ultimately with the continent of Europe and London itself are turned to the undertaking, which, though comparatively small in itself, is pregnant with great things for Hongkong and for foreign trade in China. The first of July, the day set apart for the opening ceremony, is being eagerly anticipated, and hopes are running high that the ambitions which have been so fondly entertained regarding the Colony's enterprise will not be disappointed. A triumphant success is not expected. The disillusionments that original estimates were nothing more than estimates have been too real to be forgotten, but while they may have had the effect of subduing some of the early exuberance with which the scheme was carried into being, they have not deprived the community of hope, which "springs eternal in the human breast." Now that the worst is known, now that it is realised the Colony has to pay considerably more than was contemplated, Hongkong is ready to prove that it has not lost faith in the future of the Railway. The undertaking may not prove so remunerative as it was hoped, it may be quite a long time before any return on the outlay becomes appreciable, but still it is expected to bring incalculable benefits to Hongkong and its dependencies and to facilitate trade

very materially. The energy and the industry within view of the population at Kowloon are not without their effect on the community, and the varied occupations of the army of labour under the command of the Chief Resident Engineer bring prominently to the notice of all the immense work entailed by the construction of even a small railway. The configuration of the Peninsula has been completely changed. Hills have been removed, valleys have been made to disappear, land has risen where the waves of the sea lapped a sandy shore, roads have been diverted or had their elevation altered, and embankments have become a feature of the landscape. What a mighty transformation is conjured up by the mere statement of these works. A little distance from the scene of these great accomplishments may be viewed the remarkable engineering feat which pierced a mountain and produced the Beacon Hill tunnel, an achievement which captured the fancy of Hongkong more than other part of the undertaking, while further afield, rivers have been spanned, and a difficult country has been made subordinate to the railway. It is true the Colony is richer in experience and more impoverished financially since the enterprise was commenced, but though there was much to regret in the course of the construction, the completed work is likely to afford the community some satisfaction. A serviceable railway will have been provided, and, with common-sense methods distinguishing the management, there is no reason why the Kowloon-Canton Railway should not inaugurate a happier era for Hongkong and the trade for which it stands. Already the little line to the border is fast emerging from the apparent chaos suggested by the many operations in progress in its vicinity. This railway wharf has been used this week for the first time by a vessel which is discharging material for the Chinese section of the railway, and we are assured that the transit of such material will prove a welcome commencement of the goods traffic, welcome because it is remunerative. The temporary railway station near the Star Ferry wharf is taking shape. Already the booking-office window suggests trips to residents, and we can well imagine that a considerable revenue will come to the line in the future by the facilities which it will offer tourists to visit Canton. At present many are deprived of the opportunity of seeing this wonderful city by reason of the fact that the steamers on which they are travelling do not remain here the twenty-four hours and more necessary for the performance of the journey, but when the return journey and an inspection of the city can be accomplished in ten hours a first-class tourist traffic should be developed. The prospect of such a through service is nearer than many seem to think. The British section should be formally opened in six weeks time, and if the Chinese cared to bestir themselves the remainder of the route could be completed in less than a year. Probably that work will receive a slip through the commencement of the service on the British section, but without being unduly optimistic we may expect to see the through service completed in the early part of 1912.

The Portuguese cruiser *Don Carlos* will shortly arrive at Yokohama from Honolulu on a cruise around the world.

Admiral Ting Ju-chang, who surrendered the Chinese fleet during the China-Japan War, has, by Imperial decree, been reinstated in rank and granted marks of recognition.

W. C. Meyer, an American tourist, has been arrested at Yokohama while trying to steal a bronze image from a curio store in Moto-machi. It is alleged that he has stolen a number of curio from stores.

Disaffection has arisen against the direct transport of goods to Newchwang by the South Manchurian Railway, says a *Mainichi* dispatch, and Chinese consignees have begun a boycott against the line.

It is reported from Japanese sources that the German steamer *Jacob Diedrichsen* has been sold by Messrs. A. Drewell & Co. to a buyer in Yamaguchi Ken. The vessel has been trading on the China Coast for the past several years, and will now be employed in the Hokkaido coasting trade, having been re-named the *Sango-maru*. She was transferred to the Japanese flag on May 7th.

A curious application of the Press Law is reported from Seoul, where the local branch of the *Nippon Denpo Tsushinsha* (a Tokyo news agency) has been ordered by the Residency-General to be placed under the ban of suspension, on account of having issued a report of the death of King Edward before the arrival of the official report. Loud complaints are heard against this interference with the freedom of the Press, and the Residency-General is being blamed for the lack of common-sense displayed.

According to Japanese papers the Japanese residents in Hongkong are said to have represented to the authorities here that the Japanese committed to prison for sketching at Lyceum had no malicious intention, and that Mr. Funatsu, Consul-General, is conducting negotiations with a view to obtaining the man's release.

The Japanese subject who was recently arrested in Hongkong on a charge of taking photographs within the fortified zone, has (says the *Japan Mail*) been sentenced to six weeks' imprisonment and a fine of 10 dollars. The man's name is given as "Takanashi" by some accounts and as "Nasu" by others. The Japanese themselves are so particular about the matter of taking photographs within their own fortified zones that they can not complain if other Powers treat them similarly. It was alleged, our readers will remember, that in this case the accused person was merely an artist out for a day's holiday and that his idea was to photograph a pretty scene without any reference to military matters. Such distinctions might possibly be established by very convincing evidence, but as a general rule a court of justice can not go behind the plain facts.

LAWN TENNIS LEAGUE.

Today's matches are:

Watsons v. Civil Service.
Taikoo v. Wigram.
Queen's College v. Kowloon.
Chinese Y.M.C.A. v. Y.M.C.A.

SUICIDE BY FIRE.

A remarkable case of suicide is reported from Fusan, Korea. On the 3rd instant, it appears, a man named Emoto Fusanichi, aged 22, a fancy-goods merchant, forced his wife to put on her tongue, and bit it severely injuring the organ. The woman fainted from the pain of the wound. Seeing this the man poured a can of kerosene over himself and set fire to it. Hearing him staggering about the room the neighbours rushed in. By this time he was in a blaze, and before they could extinguish the fire the wretched man was dead. The injury to the wife was medically treated and it is expected that she will recover shortly.

A STARTLING ADMISSION.

With regard to the remarkable admission by Mr. Bland, the late Secretary of the Municipal Council at Shanghai, and correspondent of the *Times*, that he was during the late war in the Secret Service of Japan, the *Shanghai Times* says:

"It has come as a distinct shock to this community to read the summary of a recent speech given by the late Secretary of the Shanghai Municipal Council, Mr. J. O. P. Bland, in which he states that he was for years in the Secret Service of Japan. This statement, if correctly reported, is of great public interest, as during the late war Mr. Bland was Secretary of the Municipal Council and presumably devoting the whole of his time to his duties with the exception of the time used in acting as a correspondent of the *Times* in London, which we understand, he was allowed to do under the terms of his contract with the Council. We cannot conceive, however, of any permission being given to the Secretary of the Council to act in the service of any nation and especially at the time when that nation was at war. There were many questions arising in connection with the Municipality during the late war in reference to the treatment of the Russian ships which took refuge within the limits of the harbour, and we are sure that it will not be pleasant information for our Russian fellow-residents to learn that the Secretary of the Council, Mr. Bland, was at that time acting in the Secret Service of the nation with which their country was at war. We cannot believe that our Japanese fellow-residents will be any more pleased with Mr. Bland's remark than Russians, for we have always understood that the first qualification for Secret Service is the capacity to maintain secrecy, and now that Mr. Bland has confessed, he has transgressed the fundamental law of the Service in which he professes to have been employed. The matter is of sufficient public importance for the Municipal Council to ask for a direct explanation from Mr. Bland. Was he correctly reported? If so, how long was he in Secret Service employment? How could such employment be undertaken without violation of his contract? We shall be glad to learn that the whole incident is a mistake and shall give the fullest publicity to a correction if Mr. Bland denies its truth. We believe that we are all performing a public duty in calling attention to the gravity of such statements, and the necessity of action on the part of the Council in ascertaining from Mr. Bland whether or not he has been correctly reported."

MARRIAGE OF THE DEAD.

REMARKABLE SEQUEL TO A SHINJU CASE.

A tragic ending to a love-story is reported from Tsuchi, a seaside village in Japan. It appears that a young couple named Ozo Matsunaka, aged 20, and Ono O-bun, aged 17, of the village in question, fell in love with each other and sought their parents' sanction to their union. For some reason or other this was withheld in the case of the girl, and the broken-hearted couple resolved to commit *shinju* rather than be separated. Accordingly, on the night of the 3rd instant, the girl left her home and joined her lover at a frying place. The two then embarked on a fishing boat belonging to the young man's father. At a point some distance from the shore the couple bound themselves together with some cloth brought with them for the purpose and threw themselves into the sea.

The following morning the couple were missed from their homes and the matter was communicated to the police. Later on the bodies of the young people were washed ashore, and after the official examination, delivered to the parents. On learning of the tragedy, the mayor of the village was much affected and the wedding ceremony he performed over the dead bodies, so that the deceased might be united in the other world. The parents agreed and the ceremony was carried out in due form, even to the exchange of presents between the two families. The ceremony was legally registered, as it had taken place before the death and had been officially entered on the register.

TELEGRAMS.

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["DAILY PRESS" EXCLUSIVE SERVICE.]

IN MEMORIAM.

Tokyo, May 20th.

A most impressive memorial service was held in Trinity Cathedral, Tokyo, the Crown Prince and Princess, the British Ambassador, the Diplomatic Corps, many dignitaries, and British residents attending. Bishop Cecil officiated.

A detachment from the cruiser "Bedford," now at Yokohama, was also in attendance. Minute guns were discharged by the warships in port at Yokohama. All the Banks were closed, and throughout the country there is every sign of mourning.

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

ALARMING SITUATION IN CUBA.

London, May 19th.

Reuter's correspondent at Havana telegraphs that considerable alarm prevails owing to the threatened outbreak of race disturbances.

Three thousand pounds of dynamite, belonging to the Public Works Department, was being removed to the barracks at Pinard El Rio, when a workman dropped a bag of dynamite, which exploded and blew up the barracks. The dead and wounded number 100.

KAISER AND KING.

TOUCHING TRIBUTE.

London, May 19th.

Dense crowds awaited the arrival of the German Emperor at Victoria Station, whence he drove to Buckingham Palace and subsequently accompanied King George to Westminster Hall, where he laid a magnificent wreath on the coffin of the dead monarch. The Kaiser and the King knelt in prayer before the bier and on rising grasped hands, both being deeply touched.

THE CRETAN PROBLEM.

London, May 20th.

A Constantinople message reports that in reply to the circular from the Porte the Powers protecting Crete declare that the oath of allegiance to the King of Greece taken by the Cretan assembly is null and void. The Canea Assembly decided to exclude Moslems from the debates.

HISTORIC DINNER PARTY.

London, May 20th.

An historic dinner party met at Buckingham Palace last night. The party included King George, the German Emperor, seven kings, and fifty royal guests, among whom were Prince Fushimi and Prince Tsai Tao.

CHINESE PIG IRON IN AUSTRALIA.

The Trade Commissioners of the New South Wales Government in the Far East, in his annual report on the trade of China refers to the industrial developments that have been taking place in the country, more especially in the central provinces, as "being about the only sign of marked progress" that was to be seen during the past two years. At Hankow, he states, the Hanyang Iron and Steel Works, where about 3,500 men are employed, are producing excellent results from the local Toyah iron ore. The output is about 1,500 tons daily. The coal used is from the Pingxiang mines, which have a daily output of 12,000 tons. In addition, flour-mills have been erected at various places. Two large woolen mills and large engineering works for railway and shipbuilding requirements have also been started. All of these works have been initiated by foreign capital and influence, and the next few years will, he thinks, see marked changes in China from an industrial point of view. By virtue of her great natural resources, the output of manufacturing machinery, rails, locomotives, iron and steel, now so largely imported—will gradually become sufficient not only for local requirements, but will enter into competition on local and adjacent markets with other countries. China is already trying the Australian market in the matter of exports of pig-iron—a product of the Hanyang Iron Works.



THE ROYAL INTERMENT.

NATIONAL MOURNING.

AFFECTING SCENES.

Although so far removed from the heart of the Empire Hongkong was as deeply affected by the mournful duty of yesterday as any other part of the dominions which acknowledged the sway of the monarch who has now been laid to rest. The mourning was not partial. It was universal in the Colony, and no more eloquent testimony to the affection cherished towards King Edward or more striking evidence of the unity of the Chinese population with the many peoples in the British Empire could have been given than the unanimity with which all sections of the community in Hongkong participated in the general sorrowing for the dead. The day was truly a *dies non*. All business was completely suspended. Not only were the European places of business closed, but over the smallest Chinese shop had its doors closed and the chair and ricksha coolies largely refrained from plying their calling. Moreover the mourning was as genuine as it was general, and no more touching display of loyalty or sincere expression of grief could have been wished for, and the strangers in the city must have been greatly impressed by the remarkable demonstration.

Memorial services were held in St. John's Cathedral and in the Union Church, the Presbytery, and in the Buddhist temples, services appropriate to the occasion. Flags floated at half-mast ashore and aloft, and in the afternoon the solemnity of the day was deepened by the minute guns fired from the land battery, the Tamar, the French gunboat and the Portuguese cruisers. It should be added that the dull, cloudy weather seemed in keeping with the sombre duties of the day.

ST. JOHN'S CATHEDRAL.

Seldom has St. John's Cathedral accommodated a larger, a more representative, or a more mournful congregation than that which assembled at the memorial service held yesterday in commemoration of our late beloved Sovereign, King Edward VII. Residents of the Colony attended en masse, people of diverse races and creeds uniting in the sorrowful duty of paying a last public tribute to the memory of a great and good King-Emperor. The congregation was one of many religions, Christian, Jew, Zoroastrian, Mohammedan and Buddhist being present at the solemn service which was held to mourn the loss of the world's peacemaker. Black, the emblem of grief, was the dominant tone, but the mourning garb of the civilian, and the sable drapings of the Cathedral, did not dim the brilliancy of the uniforms of the naval, military, civil and consular officers in attendance to demonstrate their sympathy and respect. The members of the Executive and Legislative Councils were present, as well as most Government Officials and Foreign Consuls, whilst there were also in attendance representatives of the Viceroys of the southern provinces of China. The top of the altar was covered in purple, a draping of black falling to the rear, while the choir and baptistry were adorned with white flowers and palms. Hanging on an easel at the entrance to the Cathedral was a beautiful wreath, which was forwarded by the French Naval Division in the *Far East*. Crossed above it were the Union Jack and the Tricolour, draped in black, while the sympathy of the Fleet was conveyed on black ribbons which were attached. The service was an exceptionally impressive one, its sadness brought tears to the eyes of many ladies, whose sobbings would not be still, while their handkerchiefs were frequently passing under their black veils.

At 10.45 a.m. second bells began to toll. At five minutes to eleven His Excellency the Officer Administering the Government, Lady May and

the Misses May, accompanied by Captain Garnett, A.D.C., and Mr. C. Clementi, Private Secretary, walked up the aisle to their seats, and at eleven o'clock the Buffs Band opened with Beethoven's "Marche Funèbre," which was impressively played. Another tolling of second bells and then the music of Chopin's solemn funeral march, played by the same band, reverberated through the building. And now the hour for the beginning of the service had arrived. There was not a vacant seat in the Cathedral, and many who arrived late closed in on the entrances. The clergy and choir, who had formed in processional order outside, entered by the main door and proceeded slowly up the aisle in the following order:—Rev. S. W. Payne, acting chaplain; Rev. C. E. Thompson, St. Peter's; Rev. H. O. Spink, St. Andrew's; boys of the choir, gentlemen of the choir; Rev. C. N. R. Mackenzie and Rev. W. W. Rodgers, deacons from Canton; Rev. C. Bone, Wesleyan Church (who read the lesson); Rev. A. P. Crofton, St. Peter's; Rev. Fok Tsing Shan, pastor of St. Stephen's; Rev. S. Dallas Innes, Chaplain of the Forces; Rev. O. R. Hughes, R.N., Chaplain H.M.S. *Tamar*; Rev. A. B. Thornhill; Rev. E. J. Barnett, Archdeacon of Hongkong; Rt. Rev. Bishop of Victoria; Rev. Fong Yat San and Rev. A. D. Stewart, chaplains.

As the solemn procession proceeded certain sentences were read from the Burial Service. When all were in place a Psalm was sung, and the lesson was read by the Rev. C. Bone (Wesleyan). The anthem was "Blest are the Departed," from Spohr's "Last Judgment." Mrs. W. E. Tibbs presided at the organ, while the quartette was taken by Mrs. E. G. Jordan (soprano), Mr. H. T. Best (alto), Mr. E. B. Ayris (tenor) and Mr. R. E. White (bass). The voices blended well together and were clear and distinct. Rarely, in fact, has the music been better sung by the Cathedral choir than at this service. The Rev. A. B. Thornhill then offered prayers from the Burial Service, concluding with the following thanksgiving adapted from the Accession Service:—

Almighty God, Who rulest over all the kingdoms of the world, and dost order them according to Thy good pleasure: We yield Thee unfeigned thanks, for that Thou wast pleased to set Thy Servant, our late Sovereign Lord, King Edward, upon the Throne of this Empire. We thank Thee that Thou didst let Thy wisdom be his guide, and Thine arm strengthen him. We thank Thee that Thou didst let truth and justice, holiness and righteousness, peace and charity, abound in his days; that Thou didst direct all his counsels and endeavours to Thy glory, and the welfare of his subject; and that Thou didst let him always possess the hearts of his people, so that they were never wanting in honour to his Person, and in dutiful submission to his Authority. We praise Thee, that Thou didst give to him a prosperous Reign, with the promise of the crown of immortality in the life to come; through Jesus Christ our Lord.—Amen.

Then his Lordship the Bishop, who was accompanied to the chancel steps by his two chaplains, offered prayer. The Blessing followed, concluding with sevenfold amen. "Through the long drawn aisle and fretted vault" the mournful music of the Dead March in Saul then pealed, swelling the note of sorrow as the congregation remained standing throughout with bowed heads. The service concluded with the playing of "The Last Post" by the Bugle Band, which was stationed in the gallery. Choir and clergy afterwards left in silence, and the congregation dispersed.

CHINESE MOURNERS.

In the afternoon a service for Chinese was held in the Cathedral, which was also largely attended, there being upwards of six hundred present. The service, which was in Chinese, was a very impressive one, and was conducted by the Bishop's Chaplain, Rev. Fong Yat San.

THE MILITARY SERVICE.

At six o'clock in the evening a third service was held for the Naval and Military, and was conducted on similar lines to the public service held in the morning. So large was the attendance of the boys in blue and khaki, however, that there was no room for civilians, excepting the few officials for whom seats had been reserved. The master was so strong, in fact, that even the men in uniform could not all be accommodated. The Band of the Buffs provided the music, and the organist and the choir were in attendance, as at the morning service. The Cathedral, however, had not the same sombre aspect as in the forenoon, the prevailing colour being khaki, and this was relieved by the white dress of the bluejackets and the gaudy uniforms of the officers. The Dead March was played with the same solemnity, the hymns were sung with the same fervour, and the service throughout was conducted with the same intensity of feeling as in the morning. The service concluded with the Blessing, the thrilling music of the Dead March in Saul and "The Last Post." Then the large congregation fervently sang the National Anthem, and quietly departed.

UNION CHURCH SERVICE.

The service at the Union Church was very comprehensive. All the British nonconformist ministers took part, and the congregation, which included naval and military nonconformists, was unusually large. The service, which was mainly choral under the direction of Mr. E. J. Chapman, was commenced by Chopin's "Marche Funèbre," the beating of the drum adding to the impressive effect, after which the congregation sang "Now the labourer's task is o'er." Prayer followed, and then the choir gave a fine rendering of "Crossing the Bar," and later sang the anthem "What are these?" A feature of the service was the rendering of the solo "O rest in the Lord" by Mrs. Gordon, whose rich voice was heard to great advantage. The Rev. C. Bone delivered a short address, in which he said the congregation were there to show their sympathy. "Whatever might be said that day, they could certainly say that since our King came to the throne his influence for good had been powerful, and his words, and his actions, and his life had helped our nation in many ways. One of the most prominent traits of his character, which he manifested throughout his long life, was tender affection for his Royal mother, a trait which was striking in an age when we saw so little of filial piety. Our late King was in deep sympathy with the poor and the needy, and it was probable that the Prince of Wales Hospital in London was one direct result of his knowledge of the limitations of the poor. His Majesty never shrank from his public duties; he was absolutely neutral in his dealings with his subjects, and he was sympathetic towards nonconformists.

ZOROASTRIAN SERVICE.

Yesterday afternoon the followers of Zoroaster in the Colony held a special memorial service, which was well attended by the members of the Parsee Community, in the Club premises in Elgin Street. The special prayer offered by the members, led by their President, Sir Hormusjee N. Mody, was as under:—

BLESSED BE THE NAME OF HOLY AHURA-MAZDA.

Hear the voice of our prayer, O Ahura-Mazda, Holy, Heavenly, Pure; Be gracious unto us Thy Masadayan Servants; and satisfy us with Thy mercy; Vouchsafe to us, Merciful Creator, that our late blessed Gracious Sovereign King Edward VII. The Peace-maker be partaker of everlasting glory in Thy Kingdom of Heaven. He, the Fravashi of the pure, put his trust in Thee; he was led unto righteousness and justice by the multitude of Thy divine mercy and grace, and set on the throne that ever-judged rightly, ministered to the well-being, peace, and prosperity of the various nationalities put by Thy divine wisdom under his care these nine years and ministered for the welfare of his earthly kingdom, for ever increasing strength and durability to the everlasting glory of Thy heavenly and highest name. Therefore, O Good Ahura-Mazda, be favourable to him, receive him to the glory of eternal life in Thy imperishable Kingdom of purity, and let him rest from his labours under the shadow of Thy throne in heavenly calm in the number of Thy elect Anshaspands. We, Thy humble unworthy servants of the Zoroastrian faith, give Thee, Father of all Mercies, most humble and hearty thanks for all Thy goodness and loving kindness to us and to all his other subjects during his glorious sovereignty on this earth, and we beseech Thee to give Thy ear to our prayer for his blessedness which goeth from our unforgotten lips and from the fulness of our hearts.

AT THE MOSLEM MOSQUE.

On behalf of the Moslemvallees and the congregation, the Imam of the Mosque, after yesterday's service, gave expression to the heart-felt grief caused by the death of His late Majesty King Edward VII. and paid the highest tribute to his memory. Prayers were afterwards offered for the long life and prosperity of our present Sovereign, His Majesty King George V.

JEWISH SERVICE.

A memorial service was held in the Ohel Leah Synagogue in memory of His late Majesty.

The address was as follows:

Dear Fellow Congregants,—How beautifully our Sages of yore were permeated with the doctrine of Love and Peace. They have realized the glorious benefit that accrued from these two principles to Mankind and to the Creatures of the Earth. They recognized how Love can bring peace and the principle upon which God has built the world. Love and peace are co-ordinate terms, for both combine to produce harmony. As said by the rabbis all persons permeated by them pass through to the Kingdom of God from Emperors downward to the humblest persons in the lowliest station of life. It is written in the Midrash that Aaron the high priest was deemed greater than Moses on account of his lovable disposition. The former was an ideal priest beloved for his kindly ways, while Moses was a stern disciplinarian though loving and kind at heart. Still, the people loved Aaron, who went about as a peace-maker, reconciling man and wife when he saw them estranged, or a man with his neighbour when they had fallen out, spreading broadcast love and peace and introducing harmony wherever there was discord. From tent to tent he went carrying into its inmates that Love and Peace which brought the people nearer and nearer to God. The historian or biographer of the future when he comes to write the life of our late beloved King will find how faithful a disciple he was of Aaron the high priest. His loving and amiable disposition and above all his untiring love for peace have endeared him to one and all. The history of the present day amply testifies his loving and peaceful ways, which made him beloved not only by his own subjects but by the people of the world. From Court to Court he has moved, carrying with him the Message of Peace; and thus the peace of the world has been better established by our late King, who has diffused his gentleness to all souls wherever he went and to whomsoever he met, however humble his station in life; and when such a good and Peace-loving King passes away it is the world that mourns his loss.

Verily, our Masters have said that, "Whoever maketh peace in his own house to him is as much merit as if he had made peace in Israel."—Aboth R. Nathan xxxviii. 6.—and this has been amply exemplified by our late King, who has been a devoted son to noble parents, a loving husband to an adorable wife, and a fond father to his children. He has performed those commands enjoined upon us, such as the honouring of parents, acts of charity, hospitality to strangers, making peace between a man and his fellow, as it is written in the Mishnah, "Whereof the man who performs them enjoys the fruits in this world and the principal stock remaineth for the future one," and he has therefore rigidly earned in this world the glorious title, the Prince of Peace-makers. May the remembrance of his good deeds be before his Creator, so that He grant to him the inheritance of the treasures of His Maker, as it is written, "For my covenant was with him the life and the peace, and may his soul rest in the bond of life." But, dear fellow congregants, in our grief for the dead we must not forget the living. We must not forget that august lady who has been his companion and consort for close upon half a century, and who is now plunged in the deepest of sorrow by the loss of one so dear to her. It is an irreparable loss, a loss which none can gauge but herself, but let us pray to the Almighty to help her to bear such a heavy loss with calmness and serenity. May she live long to enjoy the fruits of her labour in seeing her son the King and his Royal Consort carrying out their duties to their people and earn their love in the same manner as his late revered and noble father. Let us pray to God in His infinite mercy to send her His comfort and the sweet hope of an everlasting reunion with her beloved husband in the Kingdom of God, where there can be no separation but an eternal joy and eternal life. Let us pray also that God send His comforts to the children he left behind, to his Royal brother and Royal sister-in-law whom they found a devoted father and a loving brother. We have now a worthy son on whose shoulders the mantle of Kingship has fallen and on whom the responsibility of a high duty has devolved. As a prince we have known of his devotedness to his parents and to his various duties, and now as our Sovereign and King we welcome him heartily and loyally. For we are assured of his love to his people and subjects, and we are equally assured that the seed that has been sown by such noble parents will of a surety bear excellent fruit. "And blessed is the son who has studied with his father, and blessed is the father who has instructed his son." As the Psalmist says: "Instead of thy fathers shall be thy children, whom thou mayest make princes in all the earth." (Psalms xlv. verse 25). God bless King George and Queen Mary, their Royal children, the Queen Mother and the Royal Family.—Amen.

The special prayer was as under:—
Lord of the Universe, Who holdest in Thine hands the thread of the life of all creatures; Thou hast made the heavens, the heavens of heavens with all their host, the earth and all things thereon, the sea and all that is therein. Almighty God, Thou hast formed man in justice and Thou hast given him life in justice and sustain him in justice. It is Thy will that Thou hast takeneth away from us our Sovereign, King Edward VII., and therefore, who can say unto Thee, "What doest Thou or what workest Thou?" For Thy works are perfect and all Thy ways are in judgment. The Rock, his work is perfect; a God of truth in whom there is no iniquity; just and righteous art Thou, and Thy will be done.

Omnipotent King, what then shall we say before Thee, Oh, Thou Who dwellest on High or who can be compared to Thee, Who art the King Who killest and restoreth to life? It is decreed by Thee that none can be delivered from death except the soul which returneth unto Thee, which is to abide under Thy shadow and dwell under Thy shelter.

Merciful Father, we are but as clay and thou art our Potter, and we are the work of Thy hand. We humbly beseech Thee in the abundance of Thy Mercy to cause his soul to be bound up in the bond of life and his rest to be glorious. May the Lord be his inheritance and grant him peace! May his good deeds go before Thee, and Thy Glory be his reward.

O Lord, comfort the mourners and those who share in this mourning. Send them Thy comfort and cause them to rejoice in their grief, as it is said, "As one whom his mother comforted so I will comfort you." O Lord our God, send Thy comfort to the widowed Queen Mother, to our Sovereign, King George V., and his Consort, and to the Royal Family. May this be Thy will.—Amen.

Our Father in Heaven, hearken unto the prayers of Thy children, who beseech Thee to vouchsafe unto our King George V. and Queen Mary and their children and to the Royal Family Thy gracious blessing. Grant our King Thy support and strength and a long life to enjoy his inheritance in the fulness of Thy peace and blessing.—Amen.

"He will destroy death for ever, and the Lord God will wipe away the tear from off all faces; and the reproach of the people will be removed from off the whole Earth; for the Lord hath spoken. Thy dead shall live again, the deceased of my people shall rise up."

"Awake and sing ye that dwell in the dust; for Thy dew is as the dew of the morn; and the Earth shall cast forth the dead."

"Thy sun shall no more go down, neither shall Thy moon wane; for the Lord shall be thine everlasting light; and the days of Thy mourning shall be ended."

The service closed with a prayer for the King and Royal Family.

THE KING'S STATUE.

The statue of the late King Edward was a great centre of interest yesterday. Weather, expressive of sympathy and regret, began to arrive at an early hour, and by noon the base was covered with many beautiful and artistic floral tributes of respect. Numerous residents visited the statue, and throughout the day there was a continuous stream of Chinese and foreigners who came, not only to gaze at the linaments of the dead King, but the beautiful wreaths which were placed there to his memory. His Excellency Sir Henry May accompanied by members of the Executive and Legislative Councils, repaired to the statue after the service in the Cathedral and received from the hands of the French Consul the beautiful and touching tribute sent from the French Naval Division of the Far East. His Excellency's wreath was placed at the feet of the statue and on the crown of the pedestal, while the others were placed around and at the base of the pedestal. Perhaps the most noteworthy were the large heart-shaped wreath by Mr. Leung Shui Kong and the artistic offering from the local representatives of the Geographical Society of Lisbon, of which the late King was a member. Its distinguishing feature was the arms and motto of the society, "The Officer Commanding and the officers of the Garrison sent a large double circle of flowers, while the Rear Admiral and officers of the Navy contributed beautiful wreaths, one in the form of a cross and another in the form of an anchor. The list is as under:—

H.E. the Officer Administering the Government.
Hongkong Club.
Jockey Club.
Masonic Lodges (District Grand Lodge and daughter lodges).
Club Germania.
Optum Farmer.
Geographical Society of Lisbon.
Bibliothèque Portugaise de Hongkong.
Boys of Queen's College.
Toyo Kisen Kaisha.
Victoria Recreation Club.
Chinese Club.
Osaka Shosen Kaisha.
Club Lusitano.
Kowloon Cricket Club.
Lusitano Recreation Club.
Mitsui Bussan Goshi Kwaisha.
Mr. Leung Shui Kong.
Chinese Justices of the Peace.
"China Mail."
Messrs. Shearman, Tomes & Co.
Directors of the Pe Leung Kuk.
Members of the District Watchmen's Committee.
Japanese Community of Hongkong.
Nippon Yusen Kaisha.
Chinese flower stands in Wyndham Street.
Jewish Community.
Admiral and Officers of the French Naval Division in the Far East.
Parsee Community.
Officer Commanding and Officers of the Garrison in Hongkong.
Yokohama Specie Bank.
Hongkong Telegraph.
T. Takemichi.
Sir Hormusjee N. Mody.
H. Oishi.
South China Morning Post.
H. M. Dockyard Employees.
Rear-Admiral, officers and men of H.M. ships at Hongkong.
Rear-Admiral, superintendent, and the principal officers of H. M. Dockyard.
Netherlands community.
Headmaster and staff of Queen's College.
Cheong Koo.
L. A. Mackinnon.
Italian Convent.
N. Yamada.

MASONIC EMPATHY.

The Grand Lodge of Scottish Freemasonry of South China assembled at the Masonic Hall last evening, when a vote of condolence was passed to Queen Alexandra and the Royal Family, and the Masons proclaimed their allegiance to King George V.

THE SCIENCE OF LOVE-MAKING.

UNCONVENTIONAL WOODS IN AMERICA.

A French epigrammatist once wrote that love-making was the most involved of sciences, because new theorems added to it daily demonstrated that nothing proved anything and that everything proved nothing. The science of wooing has always been the queerest study of mankind, and courtship has always been the most interesting subject of consideration in the curriculum of life. "Woods," said Verlaine, "was always in their ways as the four winds of Heaven—and as efficacious." "Woods" is not less peculiar in its phases to-day than it has been in the more romantic past, says Mr. G. Jean Nathan, writing in the New York Tribune, made evident by instances revealed constantly in the daily Press. If we may believe the cases constantly coming to light, we may be certain indeed that curious ways of wooing are anything but a lost art in the United States.

Several months ago the Improvement Association of Edgewater Park, New Jersey, lately complained against the whistle shrieks of passing locomotives. It was figured out that at least eight hundred tools a day were the total for regular trains that passed through the town. Men stationed near the tracks by the association discovered that one train that passed three times a day was the principal offender. The attention of the watchmen was first attracted to this train when a locomotive sped near a house at the east end of the town, the locomotive whistle indulged in a wild and variable program of shrieks that seemed to have no particular railroad significance.

Subsequent investigation brought to light the interesting fact that the engineer's sweetheart lived in the house near the tracks and that some such love signal schedule as this had been arranged between the girl and her wooer. Two short blasts, "I am coming"; three short blasts, "I am here"; one long blast, "I am at the door"; two long blasts, "I love you." When the young woman answered, the latter would answer with a series of whistle toots which would have put a circus calliope to shame. Although the association succeeded in putting an end to the noise, it had to thank Cupid as much as themselves; for, when the girl and the engineer realised the calamity that was about to fall upon them, they got married.

Not long ago there was printed in the newspapers a story of the way in which a Nashville gallant had won the hand of his sweetheart. Although it was evident to the woeer that the young woman did not regard him entirely without favour, he found it extremely difficult to get her to listen to his plea. The stenographer refused to lunch, sup, or go to the theatre with her admirer.

Finding every avenue of approach blocked, the determined courtier, who possessed some literary facility, wrote a short love story in which the girl and he were the leading figures. This story he sent to the stenographer every morning for a month, and ordered her to type it for him. She dared not refuse to do as her employer commanded, and, realising through the story that he would never give up until she married him, she finally acquiesced.

Analogous to the persistence of this wooer was that of a man in San Francisco who won a Pasadena bride through the conveniently relentless United States postal service. Every day for eight months he sent the girl he loved a postal card with a single capital letter written thereon. At the end of each eight days the series of cards spelled, "I love you."

A prize for unconventionality in courtship should certainly be awarded to the Baltimore street car conductor who wooed and won a housemaid who worked in one of the residences along the line on which he was assigned to duty. The maid knew the approximate times when her lover's car would pass the house and jangled her household tasks in such a manner that she would be at one of the front windows at the right time.

Every time the car neared the house, the conductor would signal the friendly motorman to stop, although the stop was in the middle of the block. After he had thrown a kiss to the maid and had received one in return, he would ring the bell and the car would proceed. When, however, the conductor was transferred to night duty, a new problem presented itself. This he finally managed to solve with a lantern, which he waved to the maid on the two trips before he supposed to represent a kiss.

FASTING AS A CURE.

Mr. Charles Spencer, the Westerner artist, who has completed a forty days' fast, has evolved some interesting theories as the result of his prolonged abstinence from food.

"My first conclusion," he states, "is that my fast has undoubtedly benefited me physically; secondly, the mind and intellect become unusually alert during a period of abstinence; thirdly, my fast has taught me that I can do without food to eat too much. I have also proved to my own satisfaction that food is not necessary for mental or physical energy, but is needed simply to repair waste tissue."

"During a period of fasting the food poisons which have accumulated in the body, as well as the poisons of any disease which may attack the system, are thrown off. For this reason I am convinced that fasting is going to be the basis of most of the coming cures not only for cancer, but also for such diseases as diabetes and consumption."

Apparently in vigorous health, except for the marked thinness of the face, Mr. Spencer explained that at no time, except for a few days at the middle of his long fast, had he experienced any marked physical weakness.

"On Thursday night," Mr. Spencer added, "I felt my first natural appetite for many days, so I agreed with Hereward Carrington's maxim that the fast should be ended when natural bread, meat or fruit, had a little milk and uncooked fruit juices. From now on I shall gradually increase my diet, keeping to fruits and uncooked vegetables, cereals and nuts, and eschewing all flesh foods."

Mrs. Spencer, the artist's wife, is enthusiastic over the results of her husband's "cure."

"Even towards the end of his long fast," she stated yesterday, "Mr. Spencer regularly every day stood at his painting from two till five. I think that some of his best work has been done during the last month. For years we have considered that food became a necessity for cooking, therefore to get the same results we must eat a greater amount of cooked than uncooked food. This extra amount, which is not required to repair waste tissues, turns into poisons which accumulate in the body, leading to various diseases."

WRIGHT AND GREIG'S "PREMIER."

SCOTCH WHISKY—just the same as you get at home in Scotland.—Advt.

THE FLIGHT OF THE DALAI LAMA.

NARRATIVE OF A CHINESE SOLDIER.

A special correspondent of the Times writes from Calcutta, on March 31st:—

I have had the unique opportunity of meeting here a Chinese soldier who accompanied the Dalai Lama from Si-ngan-fu to Lhasa as one of a small escort furnished to his Holiness by the Chinese Governor of Shensi, and then followed him in his flight to India, having one of his guns and passed himself off as a Chinese Mahomedan. In some of the most picturesque parts of his narrative, which was taken down from his own lips by a friend of mine, I have preserved as far as possible the original Chinese phraseology and idioms. The soldier—a mercenary of 19—is a simple Chinese bumpkin, with a bright face and a cheery manner, who tells his story in a straightforward and matter-of-fact way, and does not probably at all realise the importance of the events in which he played his small part. The story bears the impress of veracity, and is moreover entirely in accordance with all the facts hitherto known.

His name is Yen-shen Jung, and he is a native of Si-ngan-fu, where he was serving as a soldier when the Dalai Lama passed through on his way to Tibet from Peking. The Dalai Lama, who was apparently already in some straits, asked the Governor of Shensi to give him a few Chinese soldiers to accompany him on the journey. The Governor acceded grudgingly to his request, and Yen-shen Jung was one of the three who were told off to join the Tibetan party. When they finally reached Lhasa, the Dalai Lama was received outside the city by a large body of Tibetan dignitaries and monks, who were all drawn up on one side of the road, whilst on the other side were drawn up the Chinese officials and soldiers. The Dalai Lama exchanged friendly greetings with the former, but the Chinese he passed not seeing them, with his eyes looking another way and his head very high, and the Chinese said nothing, but their hearts were black with anger. Three days later the Dalai Lama remained in a temple called, the boy thought, Chang-po, and there were great rejoicings amongst all the Tibetans. On the fourth day he went up to Potala and took up his residence in his palace on the hill.

THE ESCAPE FROM LHASA.

About what happened afterwards my informant had little to tell until one night quite late the army of China approached Lhasa, beating the battle drums and making much noise. He saw the great power of the army, and the rule with the army of China, and also burning big fires and a great multitude of lights, so that the whole place was lighted up as in daylight. Thereupon the Dalai Lama was in a great fright and came out from his sleeping room and saw the brightness of the lights as of daylight. That time he had no power of thought or will, nor could he think of anything but to get on his feet and to take heart and dare to fight with the army of China, and of the Tibetan officers and great dignitaries who were venturing to go outside for fear of having to fight with the Chinese soldiers. The Dalai Lama had no thought or power but to fly to some other place, and he bade his Ministers collect about 200 horsemen and make ready in haste, so that he should fly in that night of the coming of the army of China. And this was done as he had ordered, and the Dalai Lama and his Ministers fled.

Now the army of China had arrived with great speed and grown weak from fatigue on the road. For if not why did they not move on that same midnight to the palace and catch the Dalai Lama? Next morning the Ambans and military officers of the army of China went up to occupy the palace, but when they arrived every thing was quiet, no one body being at home inside, and the officers of the army of China were only made to look foolish, one face looking a little, they ordered one young officer to take 40 horsemen and pursue the Dalai Lama, and they went out and pursued him for about half a day till they came to a river where the water was very deep, and there was no boat on the river, because the boatmen were all Tibetans and they had taken the Dalai Lama and his people to the other shore and there remained.

A CHINESE ROUSE.

Seeing how small was the Chinese party, the foolish Lama, with his 200 horsemen on the other shore, thought to himself, "Now I fight a cheap fight and take these Chinese soldiers," and he ordered his 200 men to open fire, and behold all the 40 Chinese horsemen fell down from their horses' backs and the foolish Dalai Lama again thought to himself, "Now have I won a great victory, and these foolish Chinese soldiers they are all dead, and I will take all their guns and all their other things." But the Chinese soldiers were not dead, and they had been hiding from their horses' backs only pretending, and by the cunning orders of their commanding officer, and when the Tibetan soldiers had come across the river in their boats and were putting their feet on the land, the Chinese soldiers jumped up quite alive and opened fire, and they killed many of these foolish Tibetans, and only a few were able to climb into their boats again, and most of these also were killed whilst they were crossing the river again. And the Dalai Lama was like the foolish man who was not content with having caught a bird, but wanted to take the nest also, and in trying to take the nest lost the bird again. For the Dalai Lama had happily escaped from Lhasa with 200 horsemen and much treasure, and because he was not contented with so much good fortune, now he had barely anything left at all, and he had to ride away with only a few horses, just enough for himself and his Ministers, and all his boxes he had to leave behind, and there was one box with State papers and much gold, and that box also was left for the Chinese to take. Perhaps this also was good fortune for the Dalai Lama, for when the Chinese soldiers had crossed the river in the boats they had taken during the fight, they found the boxes, and what time they had finished quarrelling over the gold they forgot to pursue the Dalai Lama; and again he, with great good fortune, made good his escape.

And so he came to Gyantse, where there was a Customs office of China and two Chinese officers. Now these Chinese officers marvelled greatly when they saw the Dalai Lama coming in this fashion, but they were forth and greeted him with the usual smooth face, for no news had come to them from the Ambans that they should detain him, nor any State paper as to how matters really stood. And, again, at Phari-jong the Dalai Lama got safely through and so to Chuthung-Kampo, and then about six miles further in the Chambi to another place where there is another Customs office of China with a Chinese general and some soldiers. There, also, the Chinese general had no news and let the Dalai Lama go forth in peace.

THE LAST PURSUIT.

But when a large party of Chinese cavalry arrived at that place just afterwards, the officer in command said to that general: "Why did you not stop the flying Dalai Lama according as the Ambans have ordered?" And the general replied: "No State paper with such orders has reached me, and why should I have stopped

SKIN PURITY



Is Best Promoted by CUTICURA Soap and Ointment

The constant use of Cuticura Soap, assisted when necessary by Cuticura Ointment, not only preserves, purifies and beautifies the skin, scalp, hair and hands of infants, children and adults, but tends to prevent clogging of the pores, the common cause of pimples, blackheads, inflammation, irritation, redness and roughness, and other unsightly and annoying conditions.

Depot: London, 27, Chancery Lane, Part 10, 11th St. Chancery Lane, London, W.C. 2. Sole Agents: Hong Kong, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

him? But, you, instead of asking, why do you not now quickly pursue him, for surely he is not yet more than four to five miles away? So they went off and pursued him, and very near did they come to catch him, but only their eyes caught him just as he reached the Chumbi and entered an English station, and then they could not catch him any more. The Dalai Lama had both feet securely in English territory, and the English officers guarded him and sent him on to Darjeeling. But the pursuing officer, I have heard, said, when he returned looking very foolish to Lhasa, the Ambans sent for him and were exceedingly angry. "Why did you let that Dalai Lama escape?" the Ambans asked. "And what things did he give you?" How much money did you have from him?" And what happened to that unlucky pursuing officer I cannot say, but the Dalai Lama himself was then safe in India.

DEPRESSION IN THE SHIPPING TRADE.

Mr. Kato, vice-president of the Nippon Yusen Kaisha, makes the following observations on the depression in the shipping trade:—
"It is freely remarked nowadays that the shipping world has at last emerged from the depression, but, speaking on the basis of the business results of the Nippon Yusen Kaisha, the reverse is the case. Seeing that the marine transport business in the Pacific Ocean and the American coastwise traffic are still showing signs of improvement in the wake of the financial revival in Europe and America, and that over 200 ships which have been lying unemployed in Germany for some time past have all cleared from their moorings, some people regard this as a sure index of the revival of the sea transport industry in the world. But this state of affairs is confined to Europe alone. Coming to Japan, it is true that passengers and shipments have increased in some measure on account of the Anglo-Japanese Exhibition, but this is nothing but a temporary phenomenon. Ships on the European and American lines have fairly good shipments outward, but they are almost empty of freight on their return trip. The Chinese service is showing some vitality, due to an increase in the transport of cotton cloth, matches, sugar, etc., and this is causing a partial revival of the shipping industry in this direction. It is a serious mistake on the part of the people, however, to pass hasty judgment upon the condition of shipping circles from the mere fact that ships sold by large companies to various individuals are put on special service by them. Until industrial circles in general recover from their stagnation and the shipping power of the nation increases, with a corresponding increase in the import business, the sea transport business will never revive in the full sense of the term. However loudly the revival of the transport business is talked of among the public, the figures in the business results of the Nippon Yusen Kaisha are more than sufficient to deny the alleged revival in the industry."

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 20th at 10.25 a.m.—The depression lying near the Bonins yesterday has moved away Eastwards.
The other depression is moving into the Pacific to the East of Hokkaido.
Pressure has increased considerably to moderately over Japan, the Bonins, the Loochoos and the coast of China. It remains high over N. China.
Fresh N.E. winds may be expected in the Formosa Channel and over the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.10 inches.
The forecast for the 24 hours ending at noon to-day is as follows:—
Hongkong & Neighbourhood { N.E. winds, fresh; cloudy, some rain.
Formosa Channel... Same as No. 1.
South coast of China between Hongkong and Lamocke... Same as No. 1.
South coast of China between Lamocke and Hongkong... Same as No. 1.
Hongkong and Hainan... Same as No. 1.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P. O. Box 33. Telephone No. 12.
Telegraphic Address: Press Codes: A.B.C.
6th Ed-Liebs's.

NEW ADVERTISEMENTS

FOR SALE.

THE VIENNA CAFE CO., LTD.

A Sailing Concern, the Lease, Goodwill, Wines and Spirits and other Stock, Bakery and Confectionery Plant, Book Debts Furniture and Fixtures, Beer Engines and Electrical Fittings of the above Cafe.

Offers to be made in writing on or before Noon, on WEDNESDAY, the 25th instant, to the undersigned from whom further particulars may be obtained.

A. R. LOWE, C.A.,
Liquidator,
St. George's Building,
Hongkong, 21st May, 1910. [645]

FOR SALE.

STEAM Launches, Steel Lighters, Wooden Lighters, Steam Cranes (travelling and stationary), Steam Hoists, Edgwood Steam Tilo Driver, Diving Pump and Dress, Hand Grabs, Captain, Hand Winches, Drilling Pulley, Bolts and Nuts, Hook Bolts, Clutch Bolts, Barrel Bolts, Galvanized Spikes, Pile Shoes, Chain Hoists, Iron and Brass Screws, Differdange Piles, Rolled Steel Joists, Steel Channels, Corrugated Iron Roofing, Roofing Washers, Angle Iron, Cast Iron Columns (suitable for building construction) White-washing Machines, Canvas Sewing Machines, Patent Fire Pump, "Ward's" Light, "Kronos" Latent, Acetylene Lamps, Hand Pump, Theodolite and Leveling Staff, Torque Duplifier, Compensator, Telescope (on tripod), Office Desks and Cupboards.

Apply to—
HUGHES & HOUGH,
Auctioneers,
Hongkong, 4th May, 1910. [595]

NOW ON SALE.

HONGKONG HANSARD REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1909.

REVISED BY THE MEMBERS.
PRICE - - - - \$3.
DAILY PRESS OFFICE,
Hongkong, 21st February, 1910. [316]

FOR SALE.

REMAINING Portions of MARINE
LOTS 31 and 35, at PRAYA EAST.
Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD
IN LOTS TO SUIT TENANTS OR
PURCHASERS.

MARINE LOT
No. 285
EXTENSIVE WATER
FRONTAGE, DEEP WATER.

Apply—
G. FENWICK & Co., Ltd.,
ENGINEERS, &c.,
PRAYA EAST, HONGKONG.
Hongkong, 8th June, 1909. [84-168]

THE SWATOW DRAWN WORK CO.
17A, QUEEN'S ROAD CENTRAL.

MANUFACTURERS of the best quality of
Hand-made Drawn Chinese Linen and
Grass Cloth. All kinds of Silk of best quality,
Canton Embroidery and Chinese Laces from
the latest French Patterns.

Hongkong, 25th December, 1909. [1432]

THE
DAIRY FARM CO., LTD.

CHOICE AUSTRALIAN
BEEF,
LAMB,
MUTTON,
RABBITS
AND
HARES.

GRACA & CO.,
27, DES VEXES ROAD.

ASIATIC POSTAGE STAMPS AND
PICTORIAL POST CARDS.

JUST Received a Selection of POSTAGE
STAMP CATALOGUE FOR 1910,
Picture and Painting Books, Novels, Postage
Stamp Albums with Movable Leaf, Puzzle Post
Cards, School and Shopping Bags, Dolls, Toys,
Cigars, Cigarettes, &c., &c.
Inspection Invited. [475]

SINGON & Co.

IRON, Steel, Metal and Hardware Merchants,
Wholesale and Retail Ironmongers, Pig
Iron and Foundry Coke Importers. General
Storekeepers and Shipchandlers. Nos. 35 & 37,
Hing Loong Street, (2nd St., west of Central
Market). Telephone No. 515. [495]

ON SALE.

BOUND VOLUMES of the HONGKONG
WEEKLY PRESS. July to December,
1909. With INDEX. Price \$7.50.
On sale at the "HONGKONG DAILY PRESS"
Office.
Hongkong, 29th January, 1910.

PUBLIC COMPANIES

PEAK TRAMWAYS COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the
ORDINARY ANNUAL GENERAL
MEETING of SHAREHOLDERS of the
above Company will be held at the Registered
Office of the Company, Alexandra Buildings,
Des Vaux Road Central, on SATURDAY,
the 28th day of May, 1910, at Noon, for the
purpose of receiving the Report of the Directors
together with a Statement of Accounts for the
year ending 30th April, 1910.

The TRANSFER BOOKS of the Company
will be CLOSED from 25th inst., to 2nd June
next, both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 18th May, 1910. [655]

THE HONGKONG LAND INVESTMENT
AND AGENCY CO., LTD.

LOST.

THE SHARE CERTIFICATES No. 2140
for Ten Shares Numbered 42395 to 42394
and No. 2161 for Five Shares Numbered 42395
to 42399 standing in the Register in the name
of JOSEPH MANUEL MUA of HONGKONG having
been LOST, NOTICE IS HEREBY GIVEN
that unless the said Certificates be produced at
the Office of the Company, 5, Queen's Road
Central, Victoria, Hongkong, on or before the
22nd day of May, 1910, NEW CERTIFICATES
for the said Shares will be issued and the old
Certificates will thereafter be held by the Com-
pany as Null and Void.

A. SHELTON HOOPER,
Secretary.
Hongkong, 22nd April, 1910. [558]

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE.

THE CERTIFICATE (Pink) No. 272 for
the Balance of Intrinsic Value as on the
31st December, 1908, between One Share of the
UNION INSURANCE SOCIETY OF CANTON, LTD.,
and Ten Shares of the CHINA TRADING
INSURANCE COMPANY, LTD., Registered in the
name of JOSEPH WILLIAM GARNER, having
been declared LOST, NOTICE IS HEREBY
GIVEN that unless the said Certificate be
produced to the Society on or before the 15th
August, 1910, a NEW CERTIFICATE in
respect thereof will be issued, and the old
Certificate thereafter be held by the Society as
Null and Void.

By Order of the Board of Directors,
JAMES WHITTALL,
Acting Secretary.
Hongkong, 15th May, 1910. [630]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions
to Sell by Public Auction
(For Account of the CONCERNED),
TO-DAY (SATURDAY),
the 21st May, 1910, at 11 a.m., at the China
Navigation Company, Ltd., Godown,
Praya East, Victoria,
About 24,000 LOOSE GUNNY BAGS,
AND
At Tung Yick Godowns (next block)—
60 Bales GUNNY BAGS.
All More or Less Damaged by Salt Water,
ex a.s. "KWEIYANG."
Terms—As Usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 19th May, 1910. [653]

G. FENWICK & Co., Ltd.
PUBLIC AUCTION.

THE Undersigned has received instructions
from THE OFFICIAL ADMINISTRATOR,
to Sell by Public Auction,
For Account of the ESTATE of the LATE
MR. THOMAS ISAAC ROSE,
On FRIDAY,
the 27th MAY, 1910, at 2.30 P.M., at
"GOOLISTAN," Conduit Road,
THE WHOLE of his
VALUABLE
HOUSEHOLD FURNITURE,
Including—CHIPPENDALE SOFA and
CHAIRS, TEAKWOOD SIDEBOARDS
with BEVELLED GLASS, TEAKWOOD
DINING TABLE and CHAIRS,
MOROCCO COVERED EASY CHAIRS,
Double BRASS BEDSTEADS with WHITE
and HAIR MATTRESSES, DRESSING
TABLES with BEVELLED GLASS,
TEAKWOOD WARDROBES with
BEVELLED GLASS, OVERMANTLES,
WASHSTANDS, CANTON CARVED
BLACKWOOD BOOKCASE, CURIO
STANDS, MARBLE TOP BLACK-
WOOD FLOWER STANDS, EN-
GRAVINGS, a quantity of JAPANESE
and CHINESE CURIOS, AXMINSTER
CARPETS, GLASS, CROCKERY and
E.P. WARE, LACQUERED TEA POTS
SILK EMBROIDERED SCREENS,
ELECTRIC FANS and ELECTRIC
LAMP, &c., &c.

Also
One COTTAGE PIANO by Haake, Hannover,
AND
A Large Quantity of PLANTS in POTS.
Catalogues will be issued.

Terms—As Usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 20th May, 1910. [654]

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF
ABSORGING INTEREST.
By CHAS. T. HALCOMBE
(Formerly of the Imperial Chinese Customs
Service, Author of "The Mystic
Flower Land," etc.).

THE VOLUME which consists of 451
Pages, and includes a Sketch Plan of
historical interest showing the disposition of
the Forces at the battle of Kweilin, is dedicated
to Sir ROBERT HART, G.C.M.G., and Dr. A.
RENNIE.

Its description of Chinese Social Customs
and Superstitions, combined with the insight it
gives into political conditions in China, makes
"CHILDREN OF FAR CATHAY" an excellent
volume for presentation to friends at home.

Well bound in Yellow Cloth with Chinese
Emblem in Gold.
PRICE - - - - \$3.50
To be obtained from Messrs. KELLY & WALSH
Ltd., Messrs. BREWER & Co., or from the
Printers and Publishers, the "HONGKONG
DAILY PRESS" Office.

INTIMATIONS

BANK HOLIDAY.

IN Accordance with Government Notification
No. 138 of 13th instant, and Ordinances No. 6
of 1875 and No. 14 of 1903, the EXCHANGE
BANKS will be CLOSED for the Transac-
tion of PUBLIC BUSINESS on TUES-
DAY, 24th May, respectively.
Hongkong, 19th May, 1910. [652]

FIRE INSURANCE ASSOCIATION
OF HONGKONG.

PUBLIC HOLIDAY.

IN Accordance with Government Notification
No. 138 of 13th instant, and Ordinances
No. 6 of 1875 and No. 14 of 1903, all FIRE
INSURANCE OFFICES will be CLOSED
for the Transaction of PUBLIC BUSINESS
on TUESDAY, the 24th May, respectively.
By Order,
A. R. LOWE,
Secretary.
Hongkong, 20th May, 1910. [658]

MARINE INSURANCE ASSOCIATION
OF HONGKONG.

PUBLIC HOLIDAY.

IN Accordance with Government Notification
No. 138 of 13th instant, and Ordinances
No. 6 of 1875 and No. 14 of 1903, all
MARINE INSURANCE OFFICES will be
CLOSED for the Transaction of PUBLIC
BUSINESS on TUESDAY, the 24th May,
respectively.
By Order,
A. R. LOWE,
Secretary.
Hongkong, 20th May, 1910. [659]

NOTICE OF REMOVAL.

WE have This Day REMOVED our
Offices to 5, QUEEN'S BUILDINGS,
CHATER ROAD, hitherto occupied by the
National Bank of China.

E. S. KADOORIE & Co.
Hongkong, 14th May, 1910. [658]

"SOLIGNUM"

A perfect preservative stain for Wood,
Stone and Brickwork.
It protects against Decay, Fungus, Dry Rot,
the ravages of insects and vermin (especially the
white ant) and the action of the weather.

"SOLIGNUM" REALLY DOES WHAT
IS CLAIMED FOR IT, as may be seen from
the testimonials of the Governments of India,
the Sudan, etc.

In Drums and Barrels of Various Colours.
Prospectus and all further information from
SIEMSEN & Co.,
(Machinery Dept.), Hongkong,
Sole Agents.
Hongkong, 8th December, 1909. [1494]

BEKANNTMACHUNG.

DIE antilichen Bekanntmachungen des
Kaiserlich Deutschen Konsulats in Can-
ton werden, wie folgt, des Jahres 1910 im
ÖSTERRICHISCHEN LOYD der CANTON WEEKLY
News und nach Bedarf auch in der HONGKONG
DAILY PRESS veröffentlicht werden.
KAISERLICH DEUTSCHES
KONSULAT.
Canton, den 15. Dezember, 1909. [1544]

BEKANNTMACHUNG.

DIE Bekanntmachung aus dem diesseitigen
Handelsregister, sowie andere gesetzlich
vorgeschriebene Veröffentlichungen werden im
Jahre 1910 durch den
"ÖSTERRICHISCHEN LOYD"
und die
"HONGKONG DAILY PRESS"
erfolgen.
KAISERLICH DEUTSCHES
KONSULAT.
Swatow, den 16. Dezember 1909. [1537]

BEKANNTMACHUNG.

DIE antilichen Veröffentlichungen des
Konsulats Pakhoi-Hoihow werden im
Jahre 1910 durch den
"ÖSTERRICHISCHEN LOYD"
und die
"HONGKONG DAILY PRESS"
erfolgen.
KAISERLICH DEUTSCHES
KONSULAT.
Pakhoi, den 24. Dezember 1909. [1568]

BEKANNTMACHUNG.

DIE antilichen Bekanntmachungen des
Kaiserlich Deutschen Konsulats in Can-
ton werden, wie folgt, des Jahres 1910 im
ÖSTERRICHISCHEN LOYD der CANTON WEEKLY
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ÖSTERRICHISCHEN LOYD der CANTON WEEKLY
News und nach Bedarf auch in der HONGKONG
DAILY PRESS veröffentlicht werden.
KAISERLICH DEUTSCHES
KONSULAT.
Canton, den 15. Dezember, 1909. [1544]

BEKANNTMACHUNG.

DIE antilichen Bekanntmachungen des
Kaiserlich Deutschen Konsulats in Can-
ton werden, wie folgt, des Jahres 1910 im
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KAISERLICH DEUTSCHES
KONSULAT.
Canton, den 15. Dezember, 1909. [1544]

TO LET

TO LET.

NO. 4, BARROW TERRACE, Kowloon.
Apply to—
SPANISH DOMINICAN
PROCURATION.
Hongkong, 10th March, 1910. [363]

TO LET.

HOUSE in Wong Nei Chong Road.
GODOWNS, PRAYA EAST, formerly occupied
by M.B.E. in Clifton Gardens.

OFFICES in 16, Des Vaux Road Central.
"DARTMOOR," No. 13, CONDUIT ROAD.
A HOUSE in RIVINGTON TERRACE.
OFFICES in No. 2, Connaught Road,
3rd Floor.

Also NEW EUROPEAN FLATS, adjoining
the new Seaman's Institute, Praya East.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st May, 1910. [87]

TO LET.

OFFICES, Hotel Mansions.
Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 2nd February, 1910. [151]

TO LET.

NO. 3, CANTON VILLAS, Kowloon.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st May, 1910. [325]

TO LET.

NO. 49, POTTINGER STREET.
Apply to—
ARABATON V. APCAR & Co.,
14, Des Vaux Road Central.
Hongkong, 22nd April, 1910. [555]

TO LET.

FIRST FLOOR of No. 4, Des Vaux Road,
recently vacated by Institution of
Engineers and Shipbuilders.
In No. 5, QUEEN'S ROAD CENTRAL,
Victoria Building, Rooms suitable for Offices.
One GODOWN in MASON'S LANE.

Apply to—
DAVID SARSOON & Co., Ltd.,
Hongkong, 8th March, 1910. [95]

TO LET.

GODOWN, No. 4, Praya, Kennedy Town.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st May, 1910. [90]

TO LET.

OFFICES in Des Vaux Road, Central.
Apply to—
Messrs. PERCY SMITH & SETH,
5, Queen's Road.
Hongkong, 22nd March, 1910. [440]

TO LET.

KING'S BUILDINGS.
OFFICES facing the Harbour lately in
occupation of Messrs. JARDINE,
MATHEWSON & Co., Ltd.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st May, 1910. [89]

TO LET.

NOS. 19, 23 and 25, SHELLEY STREET,
No. 2, CONDUIT ROAD, 5-Roomed House,
from 1st June or 1st July, 1910.
GODOWN D., in DUNDRELL STREET.
ONE SMALL GODOWN, in DUNDRELL
STREET.

A 7-ROOMED HOUSE in MacDONNELL
Road, (Hongkong), with Garden, from 1st July
or earlier.

No. 71, WYNDHAM STREET.
ROOMS, in Nos. 15 and 17A, QUEEN'S ROAD
CENTRAL, 1st Floor.

From 1st May, 1910, No. 4, ICE HOUSE
STREET, now in occupation of the Nippon
Club.

No. 3, DES VEXES VILLAS, PRAY.
Newly done up and 23, BELILIOS TERRACE,
newly painted and colour washed, cheap rental.

No. 9, BEACONSFIELD ARCADE (Shop).
Central, 1st Floor.

PREMISES at SHAMBAEN, Canton, lately in
occupation of the Canton Kowloon Railway.
FOR SALE.—TOR CHENG, at Peak, com-
manding a Magnificent View of the Harbour
and Adjacent Islands.

Apply to—
LINDSEY & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 20th May, 1910. [91]

TO LET.

GODOWN, No. 5A, DUNDRELL STREET.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st May, 1910. [88]

TO LET.

NEW and COMMODIOUS SHOPS,
Nathan Road, Kowloon. Immediate
Possession. Cheap Rentals.

KOWLOON MARINE LOT 43, Yaumatei.
Area, 85,200 square feet with 255 feet Sea
Frontage. Especially suited for Storage of
Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE & FINANCE
COMPANY, LIMITED.
Hongkong, 1st December, 1909. [474]

TO LET

TO LET.

NO. 1, OBSERVATORY VILLAS,
Kowloon. Furnished or Unfurnished.
Apply to—
ARABATON V. APCAR & Co.,
14, Des Vaux Road, Central.
Hongkong, 3rd March, 1910. [363]

The Eddystone Lighthouse Keeper



Nervous Depression, Sleeplessness, Neuralgia, Rheumatic Cramps—

Because he has benefited so tremendously by taking Phosferine, Mr. Francis Warder, head keeper of the Eddystone Lighthouse, now realises that until he took "the Greatest of all Tonics," the best time of life was slipping away in ill-health. Disorders came so gradually that he was resigned to consider it natural to be getting a bit stiff, not sleeping soundly, or eating so heartily, and some few not able to enjoy things.

The overpowering depression which Phosferine dispelled, had been slowly accumulating during the 33 years of Mr. Warder's vigilant custody of lighthouses, when the long, lonely spells of duty, the unvarying monotony, the nervous strain of his responsibility, dulled and tired his very senses.

The lost vigour is now regained, and Mr. Warder declares he is as active, hardy, and lively since taking Phosferine, as he was ten years back.

Completely and Easily Cured.

Mr. Francis William Warder, principal keeper, Eddystone Lighthouse, writes:—"I have read what John Haylett, the Caister lifeboat coxswain, thinks of Phosferine, and I feel you would be glad to know what a lot of real good your famous tonic has done in my case. My occupation is monotonous and lonely, and, in rough weather, having to be always on the watch, I suffered a great deal from loss of sleep, and, even when tired out, could get no real rest owing to stiffness and rheumatic cramps. After trying to stave this off for some time and only getting worse, I got some Phosferine and felt relief from the first dose. I can tell you it is just a marvel how well and fine I feel now, all the rheumatism and neuralgia has gone, and I have a grand hearty appetite, steady nerves, and sleep well. Why to tell the truth, I feel as active, hardy, and lively since taking Phosferine as I was ten years or so back, and it's wonderful, it is indeed, how Phosferine holds a man together."—June 7, 1909.

PHOSFERINE

THE GREATEST OF ALL TONICS

A PROVEN REMEDY FOR

Nervous Debility
Indigestion
SleeplessnessNeuralgia
Maternity Weakness
Premature Decay
Mental ExhaustionLazitude
Rheumatism
Painfulness
Brain-FogBackache
Rheumatism
Headache
Hysteria

and all disorders consequent upon a reduced state of the nervous system.



The Remedy of Kings

Phosferine has been supplied by Royal Commands

To the Royal Family
H.M. the Empress of Russia
H.M. the King of Spain
H.M. the King of GreeceThe Imperial Family of China
H.M. the Queen of Roumania
H.M. the Empress of Russia
H.M. the Grand Duchess of HesseAnd the Principal Royalty and Aristocracy throughout the World.
Sole Importers: Ashton & Parsons, Ltd., La Belle Sauvage, Ludgate Hill, London, England.
Price in Great Britain, 7/6 per tin and 40/- per box. Sold by all Chemists, Stores, &c.
The 2/6 size contains nearly four times the 1/12 size.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

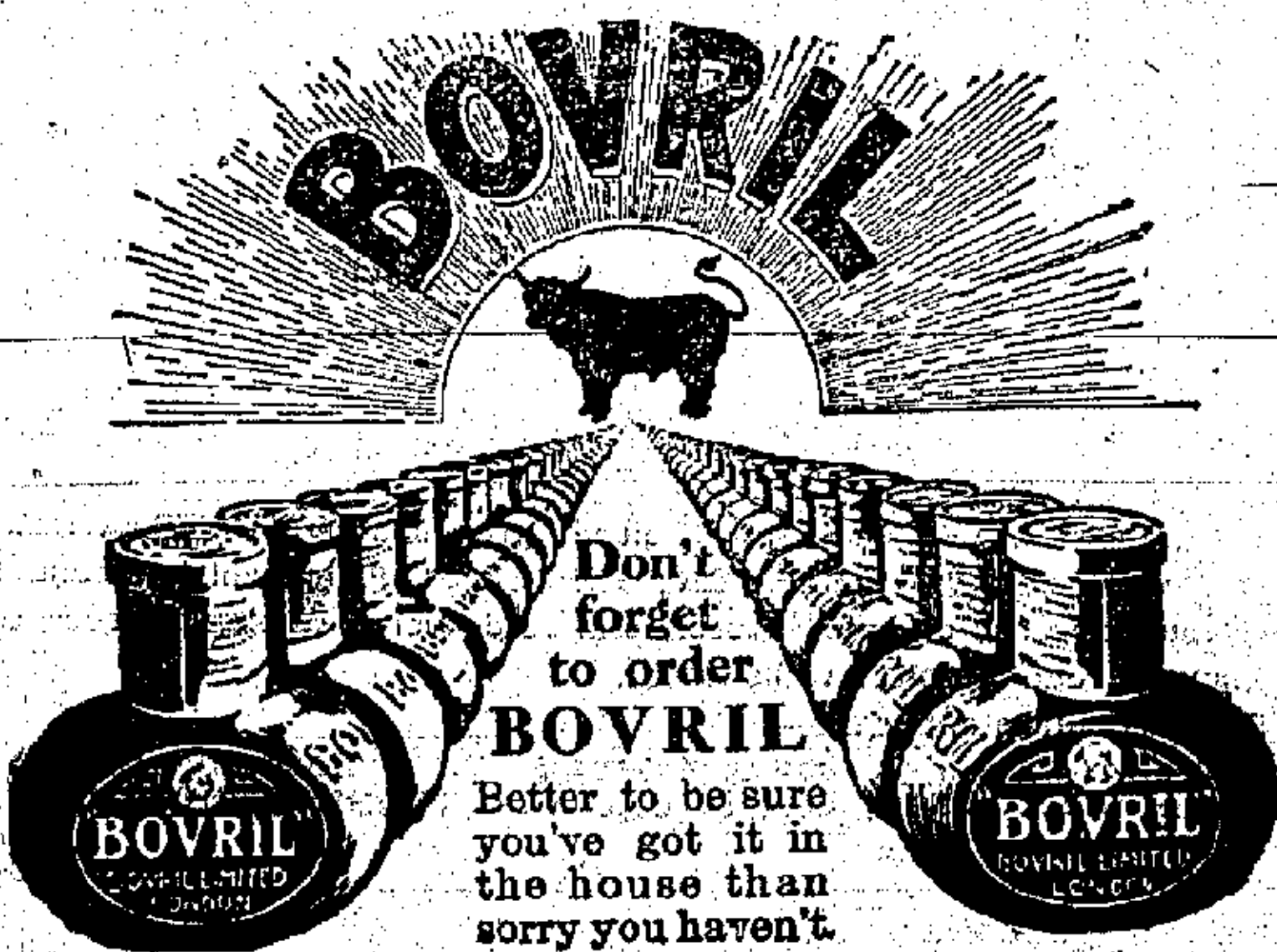
Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) The WARRANTY STAMP of the UNION DES FABRICANTS.
(2) A METAL SEAL advertising CLETEAS.CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.
COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).

AGENTS—CALDBECK, MACGREGOR & Co., HONGKONG.



SCIENTIFIC MISCELLANY.

A FLOATING ELECTRIC REPAIR SHOP.

The success of welding by electric arc has led to the formation of three welding companies in different parts of Sweden, and one at Gottenburg has placed its plant on an old barge that can be towed alongside any steamer needing repairs. The outfit, as described by A. Scott Younger, includes a small marine boiler, with a De Laval turbine, working two direct-current dynamos. Duplicate cables can reach on board the steamer and to the inside of the boilers if necessary, and make it practicable to do repairs in two places at once. One end of the barge has a workshop, with anvil and vice-benches and a full equipment for small repairs. The anvil block is a steel slab 10½ inches wide by 2½ deep supported on two wooden trestles and the negative from the dynamo is clamped to it, the positive being the holder—with insulated handle—held in the operator's left hand. The current passes through the jaws holding the specially prepared rod—3/16 inch in diameter—used for welding. The pieces to be welded, with chamfered edges, are secured in position on the anvil block, the rod is touched to the point to be welded and slightly withdrawn, and the electric arc thus formed quickly melts the end of the rod, causing a drop from it to adhere to the work. This is hammered and the process repeated. A great variety of work can be done, and in butt-welding a practical rate for 3/8 inch plates is about 10 feet an hour.

ULTRA-VIOLET RAYS IN MANUFACTURING.

A curious German use of mercury-vapour lamps is to supply ultra-violet rays for making sulphuric acid. Sulphurous acid gas mixed with air is introduced into a lead-lined tower sprayed with fine jets of water, and the ultra-violet radiation in the tower entirely converts sulphurous into sulphuric acid. The acid solution is made stronger by using it instead of water to spray successive towers.

MINUTENESS OF NETWORKS.

Shooting stars have been estimated by W. H. Pickering to vary, if of the third magnitude, from 6 or 7 inches in diameter to a mere grain. From stellar measurements C. Fabry has calculated that such a meteor 100 miles away would be an inch in diameter and weigh about 5 grains.

THE OLD ALCHEMY AND THE NEW.

The ancient alchemists sought to transmute inferior metals into valuable ones, but Sir William Ramsay's transmutation theory supposes that heavy elements are degraded into lighter ones by a breaking up of their atoms. In his early experiments, the exposure of chemically pure sulphate of copper to radium emanation yielded a product that showed the spectrum of lithium. His conclusion that the heavy copper was degraded into lighter lithium has been questioned by several chemists who have

repeated the experiments, including Madame Curie, the discoverer of radium. The idea of atomic degradation seems to have taken strong hold of Sir William, however, and his latest work has led both himself and his assistant to believe that the elements silicon, titanium, strontium, lead and thorium have been degraded by exposure to the radium emanation into carbon, a lighter element of the same group. Whether this vindicates the degradation theory as fully as is supposed remains to be seen.

NO DISEASE GERMS IN PLANTS.

In the general microbe scare of recent years, danger has been seen in green vegetables, but this fear—like others—has been lately shown to have no real foundation. The supposed discovery of soil microbes in the interior of vegetable stalks led to the conclusion that there is great risk in the use of sewage and even of ordinary manure in market gardening. Investigating further, Remlinger and Nouri have been trying in all possible ways to infect plants with microbes, and have uniformly failed to get colonies of microbes from the inner parts of the infected plants. They regard their evidence as conclusive that germs remain on the surface only of plants, never penetrating into the interior.

AN IMPROVED BATTERY.

The so-called dry battery is an electric cell really containing a liquid or paste whose drying out—as on standing on a shelf—destroys the usefulness of the battery, but a unique new battery cell, called the Anhydrous, is dry until put to use, so that it may be kept in store indefinitely without depreciation. It simply contains the necessary chemicals in a dry state. A little water poured through a special opening puts it in action, and then, beginning perfectly new and fresh, it serves the usual purposes of the "dry" battery.

RAD-IRON DISINFECTION.

Ironing the outer garments as well as the underclothing has proven to be a valuable method of disinfecting and preventing the spread of disease. Prof. K. Svehla, of the Bohemian University of Prague, found it troublesome to disinfect with formalin vapour the long linen coat he wore on visiting contagious cases, and he made 200 experiments with rad-iron heated to 385 degrees to 594 degrees F. Linen, woolen, and cotton cloths of various textures and every grade of thickness were tested; pure cultures of the bacilli of typhoid, diphtheria, dysentery, etc., being rubbed on them before ironing. One application of the hot iron was found to sterilize all fabrics superficially, and lavens, handkerchiefs, fine napkins, etc., throughout their thickness. Heavier fabrics, like the Russian linen used for his protective gown, needed ironing at least twice on each side to ensure sterilizing the interior. In heavy woolen cloth the ironing did not sufficiently heat the in-



of delicious strengthening Bouillon

—a delight for the strong, a godsend for the weak—made from a sort of "Leuco." The rich beef goodness of LEMCO has restored thousands of invalids to robust strength.

A user writes:—"I have derived great benefit from Lemco... I had suffered much from anæmia, and am now getting well, thanks to 'Lemco.'—Mauritius.

LEMCO, 6, LITTLE ALBION, LONDON, E.C.

Lemco
The Improved Bouillon

terior, and thorough sterilization was impracticable. Superficial disinfection proved not so valuable as might be supposed. Infection on such materials as velvet and flannel remained on the surface a long time, and it was concluded that all danger from sputum and pus may be averted by ironing.

STRAW MATCHES.

For the matches made at Sholapur, India, the abundant grass of that region is used instead of wood. The grass is cut into two inch lengths, winnowed and screened into uniform size, and is then filled five minutes in paraffin and dried in a rotating drum. Deposited in horizontal layers by shaking through a horizontal sifter these stems are secured in a frame. They are dipped in a solution of chloride of potash, sulphate of arsenic bichloride of potash, powdered gypsum and gum arabic. An ingenious device forces some matches forward so as to avoid sticking together. Six pounds of dipping mixture and 21 pounds of paraffin suffice for 1,000 boxes of 80 each.

METALS IN FILMS.

For producing thin metallic films, Prof. L. Houllevigne, a Frenchman, first deposits the metal on a platinum wire and then heats this in a high vacuum. The volatilized metal forms a film on a plate of glass rotated near the heated wire. Films of gold, platinum, silver, copper, iron, zinc, tin and cadmium have been formed.

GREINA-GREEN STORY.

IRISHMAN'S MARRIAGE.

The story of a Greina Green marriage, during which some remarkable documents were produced, was heard by the Master of the Rolls, Dublin, when counsel applied for payment to the next-of-kin of Catherine Stratford, deceased, of the sum of £659, lying dormant in court. It had been paid into court in 1853 and forgotten until now.

The only matter remaining open was as to the rights of the descendant of John P. Lahy. This gentleman had been married to Anna Stratford, sister of the intestate. Anna died, and then Lahy married Dorcas Stratford, his deceased wife's sister. That marriage took place at Greina Green in 1854, before the passing of Lord Lyndhurst's Act. If it had taken place after the passing of the Act the children of the marriage would not benefit.

Mr. Atkinson, for John Gordon Lahy, who claimed to be the legitimate child of the marriage at Greina Green, produced the original certificate from Greina Green, which bore the Royal arms, and was in the following terms:

Kingdom of Scotland.
County of Dumfries.
Parish of Greina.

These are to certify to all whom these presents shall come, that John P. Lahy, Esq., from the parish of Fyvie, in the Co. of Westmeath, and Dorcas Stratford, from the parish of Fyvie, in the Co. of Westmeath, being now here present, and having declared themselves single persons, were this day married after the manner

of the laws of the Church of England, and agreeably to the laws of Scotland, as witness our hands at Greina Hill, this 19th day of Novr., 1854.
JOHN P. LAHY.
DORCAS STRATFORD.

Counsel went on to say that he had a manuscript document which gave the whole history of this marriage. The wedding party all became sea-sick crossing the Channel. Giving an account of the journey from the point of landing, the document stated:—

"When we got settled we called in the landlord to order dinner and enquire the coach fare to Dumfries. Sawney answered, 'Why, sir, you can have boiled kail and fish, Scotch broth and collops, or ham and chicken, and the coach fare to Dumfries is only eight pounds more, all verri reasonable, y'er honour.' At this announcement we started. 'Bucksheen' stared and gaped as if he was going to swallow the Scotchman, or of the Scotchman was going to swallow him, and Sawney, seeing he got no answer, walked out and shut the door. When he was gone we held council as to what was to be done. 'Rambling Jack' (the bridegroom) pulled out the travelling purse, counted out the 'Kitty,' and found the big half of the money spent, and only a quarter of the journey performed. Here Bucksheen got into the 'Blue Devils,' and all the company were at a loss what to do. At last it was unanimously resolved that Rambling Jack should write the following letter to Charley:

Dear Charley—I am just landed, old boy, on the business you know, and am entertained by a Scotch piper singing:

"Welcome all to Scotland,
Bray, Hielan' laddie, Hielan' laddie,
Bonnie lads and lasses, a',
Hielan' laddie, Hielan' laddie."

But I must stop the song, old stick, to inform you that all my cash is seized by these Scotch robbers, and unless you stand by me for £20 to pay the blacksmith I am awep—'I am, dear old shiver the timber, ever your

RAMBLING JACK.
(Laughter.) Describing the negotiations with the blacksmith, the document went on:

"To-day we set out for Greina Green in a post chaise, and changing horses at Annan, arrived at Greina Hall Inn about two o'clock. We called up the son of a decent person to inquire about particulars, and here another row was kicked up by 'Bucksheen' offering only one third of the person's demand for marrying Rambling Jack and Lady Dusty (Dorcas, the bride). Words grew high. The Scotchman was mulish and positive, Bucksheen was contentious and obstinate. However, Rambling Jack was resolved to be married at any price and it was settled by him and Ladies Dusty and Dumfries and agreed to by Bucksheen that the person should be paid half of his original demand. The ceremony was then performed according to the law of Scotland, dined with the person, and took our leave.

Counsel submitted that the marriage was valid.

The Master of the Rolls ordered the money to be distributed amongst those whom the chief clerk found to be the next-of-kin.

NEWBRO'S HERPICIDE

IS THE ORIGINAL REMEDY THAT "KILLS THE DANDRUFF GERM."

WITHOUT dandruff the hair must grow luxuriantly, except in chronic baldness, which is incurable. Dandruff is a contagious disease caused by a germ or microbe. To cure dandruff, this germ—a tiny vegetable growth—must be destroyed and kept out of the scalp by Newbro's Herpicide.

A WOMAN TO BE PRETTY.

A woman to be pretty must have pretty hair. Beautiful looks have a subtle charm, for the poet says, "Fair tresses man's imperial race ensnares." The unpoetic and intensively real dandruff microbe makes the hair dull, brittle and lustreless with later dandruff, itching scalp and falling hair. Newbro's Herpicide destroys this enemy of beauty and enables the hair to resume its natural lustre and abundance. Almost marvellous results sometimes follow the continued use of Herpicide. Overcomes excessive oiliness and makes the hair light and fluffy. It contains no grease or dye. Stops itching of the scalp almost instantly.

Discriminating ladies who have used Newbro's Herpicide, speak of it in the highest terms, for its almost magical effect upon the scalp, and also for its excellence as a regular hair dressing. It is delightfully fragrant and refreshing.

"I have found Newbro's Herpicide excellent for the hair. The first application stops itching of the scalp and it leaves the hair soft and silky."

(Signed) EDNA D. ALLEN,
Syracuse, N. Y.

AT DRUG STORES—SEND 10c. IN STAMPS TO THE HERPICIDE Co., DEPT. N., DETROIT, MICHIGAN, FOR A SAMPLE.

SEE WINDOW DISPLAY AT
A. S. WATSON & CO.,
SPECIAL AGENTS.

282-P

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS. [46]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to .550. at \$6.37 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906. [545]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm. With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS. **SIEMSEN & Co.**
Hongkong, 6th March, 1907. [38]

A LING & CO., 19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken. Hongkong, 31st July, 1907. [546]

BEWARE OF IMPURE WATER.



"PRANA" Sparklet Syphon enable you to produce the purest, freshest Soda Water obtainable.

SAFER AND CHEAPER.

SOLD BY ALL STORES.

SYPHONS... at \$2.00 each.

BULBS... at 0.50 per box.

WHOLESALE BUYERS.

Can obtain at London price from **KWONG SANG HONG, LTD.,** WHOLESALE AGENTS, 246 and 248, Des Voeux Road, Central Hongkong. [461]

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL FIELDS Co., Ltd. who are prepared to Supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch. Telegrams: "Labor Labuan."

BRADLEY & Co., Agents. Hongkong, 12th August, 1909. [629]

MITSU BISHI GOSHI KWAISHA (MITSU BISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA OCHI, MUTABE, HOJO, NAKAMATSU, SATO, SHINNEI and KAMIYAMADA, Collieries.

SOLE AGENTS FOR KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

HEAD OFFICE: MARUNOUCHI, TOKYO.

BRANCH OFFICES: NAGASAKI, MOI, KASATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above: "IWASAKI" Codes, A.I. ABC 5th Ed., Western Union.

AGENTS: YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messrs. GRABING & Co. MANILA: Messrs. MACDONALD & Co. For Particulars apply to H. OISHI, Manager, No. 2, Pedder Street, Hongkong. Hongkong, 9th January, 1909. [574]

TO CONQUER MALARIA.

WORDS OF WISDOM FROM A PHYSICIAN'S PEN.

"Those who conquer Malaria conquer the tropics," a proverb with which every resident in the tropics is familiar. While in consequence of the onward march of scientific achievement, this disease, so depressing in its onset, so debilitating in its effect, and so disorganising in its result to the whole system is better understood than it used to be, it is still, unhappily, exceedingly prevalent, and is likely to continue until the conditions which produce it have been banished.

Most people know that while Malaria may take various forms it is due to a special germ or microbe, which destroys the red corpuscles by which the oxygen of the air is carried by the blood to every part of the body to burn up its impurities. The destruction of these corpuscles produces the marked symptoms so characteristic of the disease—the pale, sallow, earthy complexion, the mental and physical lassitude, the depression, the morbid thoughts and feelings, the aching muscles and the tender joints.

Bad as is all this, the result of Anemia or poverty of the blood, as it is commonly called, which makes life a burden to the sufferer, it may go considerably farther until it produces that wasted and dangerous condition of the system doctors call "Cachexia."

For long Quinine has been the sheet anchor of the physician, and in the acute stages it generally answers admirably, but in the later stages something else must be employed to destroy the effects wrought by the microbes.

Happily, in this conquest of the hosts of the disease germs which invade the body under the banner of Malaria, the physician has been presented with a weapon as potent over them as the modern machine gun is potent against the old Indian lock gun. This weapon is Sanatogen, one of the most powerful restorative and vitalising agents ever given to the world. Its remarkable properties are due to its two constituents, Casein, the solid portion of pure, new milk, and Glycero-phosphate of Soda, a preparation containing phosphorus in the precise form in which it exists in the body. Phosphorus, as everyone knows, is not only as a physician has written "intimately associated with the health of the system, and is indispensable for the discharge of the functions of the nervous centres," but is also absolutely essential for the growth of what the physiologists term the cells of the body, the microscopic bricks of which the human edifice is constructed. This cell growth is greatly interfered with in Malaria, and a supply of phosphorus which is easily absorbed by the depleted system is urgently necessary to restore it to its standard activity. Nothing does this so well as Sanatogen, as nothing so rapidly restores the vitality of the blood as this preparation, which is prescribed by over twelve thousand physicians in the world, because no secret has been made of its constituents and they realize its overwhelming value in restoring the functions of the body to do their duty.

How rapidly Sanatogen restores the blood after Anemia may be judged from the fact that one eminent physician records that the red blood corpuscles in a patient increased eighty thousand per cubic milli-meter in a week, and the percentage of red coloring matter in them advanced from 51 per cent. to 62.5 per cent., while another patient, who was unable to take any solid food and was losing weight rapidly, improved in a fortnight that the red corpuscles increased two hundred thousand per cubic milli-meter, their red coloring matter from 48 per cent. to 52 per cent., and she was able to resume her household duties, completely cured of the terrible melancholia from which she was suffering.

Children are especially liable to Malaria and its pernicious after effects which may delay their development and stunt their growth. When given Sanatogen they rapidly improve. One child who at three years old, in consequence of Malaria, weighed only half a pound more than it did when it was a year and a half, was given a small quantity of Sanatogen daily, and its weight at once began to go up half a pound a week.

Just as Malaria causes wasting in children, it makes adults prematurely old, in consequence of the depression of the vitality of the system. This condition is rapidly cured by Sanatogen, which removes the prematurely old look and soon substitutes for the feeble and listless spirit a healthy interest in normal pursuits.

An exceedingly interesting pamphlet on the subject of Malaria has been written by a physician who had a wide experience of it in the tropics. In order to give this momentous publication, "Malaria, its Causes and Effects," the widest publicity, the proprietors of the copyright have instructed Messrs. A. S. Watson & Co., Hongkong, to distribute a limited number of copies free of charge, to anyone who may feel interested in it, and will send a post card mentioning the HONGKONG DAILY PRESS.

Sanatogen, by the way, may be obtained direct from Messrs. A. S. Watson & Co., Hongkong, and at all chemists. [126-1]

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CHINA IN TRAVAIL.

The article which follows is made up from some notes sent to this country by an Englishman who has resided in China and engaged in great business affairs there. His note is of great interest and warning. China, so far as its politics are concerned, has attracted but little attention of late in Europe. Apparently it slumbers, as, with brief intervals of wakefulness, it has slumbered for centuries. Recent events, however, have occasioned deep disquiet among those who are in the country. The prejudices against the foreigners remain and develop. It is not without reason that the Chinese, it has been seen in efforts to restrict the rights of the invader. These are signs of a change. "We are passing," writes our correspondent, "into a more acute stage when we may expect outbreaks after the Boxer outrages, but inspired and conducted by the student classes. That is the inevitable outcome of the propaganda which is spreading through the country."

As to the evidences of this change, our correspondent observes: "In the political writings the carving of a melon is a metaphor employed to describe the cutting up and division of political territory. As in India in the pre-Mutiny days the chutney cakes were mysteriously circulated throughout the land, so suddenly all over the Empire of China circulars are seen, these stating in varying ways that China is to be carved up this coming spring like a melon and divided among the foreign Powers. To avert this calamity all students and other loyal Chinese are called upon to enrol themselves as volunteer soldiers, to learn the use of arms, and prepare to fight the foreigner, and drive him bag and baggage from the coast of China."

Circulated through the newspapers, appearing as posters on the city walls, handed from man to man, this document has stirred the people until it is the one topic of conversation. "From North to South," writes our informant, "and from East to West, it has appeared, and is doing its work. Unless I am much mistaken this 'carved melon' document will cause important developments in the near future, and will take its place in history as a famous episode in China's career. The immediate result is that the students are no longer irresponsible, and fiery class—have become violently excited. They are everywhere talking of warlike deeds and enrolling themselves as volunteer soldiers and drilling. The Norwalk School in Nanking applied to the Government for permission to bear arms. It is reported that the application was granted, and arms have been issued. If this be correct the news will spread like wildfire. Already similar demands are coming from other important centres, and they will become general."

The unrest has manifested itself in excitable meetings, at which foolish things have been said and done, and the Government does nothing to check the ebullition. Where they are not actively encouraging it by permitting the students to enrol themselves in corps and act as volunteers, without any protest, the movement to develop. One attitude is almost—in Oriental countries—as dangerous as the other, for failure to object to the course pursued is immediately construed to be an encouragement to proceed.

This student activity is but one symptom of vast unrest, a more striking manifestation of which is in the agitation against the building of Chinese railways by foreign capital. This movement has taken the form of a campaign of an effort to raise national subscriptions for three objects:

1. To pay off all foreign loans and indemnities.
2. To build a navy.
3. To build railways without aid from foreigners.

"These objects are being vigorously pressed by the papers and in public meetings. The Prince Regent and the Government are doing nothing to check the movement. The force behind the enterprise is the anti-foreign spirit prevalent everywhere. In newspaper articles and in public speeches the feelings and fears of the people are worked upon. They are instructed that their only safety is by some means to get rid of the foreigner. Though the objects of societies seem patriotic enough and deserving of all support, their propaganda is being used to bring to light the sins of foreigners against China."

In this activity against the foreigner, the People of China is playing a leading part. Newspapers there have undergone great developments in recent years. On this topic our observer says: "The Chinese newspapers are multiplying in every city. One and all are engaged in spreading the doctrine of hatred of the foreigner. Every little incident which furthers that purpose is seized upon. The circulation of the newspapers is now very great indeed, and wherever they go they preach the belief that but for foreigners the Chinese would be wealthy, happy, and that country would be the only way to overcome present disabilities is to oust the foreigner. From all this seed a harvest of trouble is certain to be reaped."

Incidentally, it may be observed, the basis of the new movement in China does not differ materially in its arguments from those which come from the platforms of a great party in this country.

The officials in their different provinces are leading their influence to this dislike of the foreigner. "It is," says our correspondent, "that no little deed may be issued throughout the provinces unless it contains the stipulation that the land shall never be sold or leased to foreigners. This action is being resisted by those concerned, but in the meantime mischief is being done. The officials have drawn the law so tightly that no scheme of any kind is sanctioned in which foreigners have any part or share. Chinese are learning that those friendly to foreigners are objects of suspicion, and are liable to get into trouble."

The provincial assemblies are helping to swell the national feeling against the admission of the foreigner either as trader or as money-lender. Delicate questions are arising between them and the Central Government. While they are against the foreigner in sentiment they are also against the older officials who withhold power from them, especially in regard to finance. "It looks," says our correspondent, "as if a new lot of men have sprung up who will require their share of the public plunder, and thus increase the already existing confusion."

For the moment the most powerful stimulant to anti-foreign feeling is found in the railway loans. It has been the policy of the Central Government to develop the railways, and to borrow large sums of money in Europe and America to do this. Given proper and honest administration, it will be a reform which the railways would yield handsome returns, and open up the country as nothing else can do. Unfortunately the money is not properly or honestly administered, and the railways and their loans are becoming a danger. The provinces have demanded the right to build their railways with their own funds, with varying results. The Shanghai-Hankow line has been constructed, but competent foreign engineers state that the work is most indifferently done. Frequent accidents occur, but the administration does not allow any details to get abroad. The Canton-Hankow railway proceeds but slowly from the Canton end, and the directors

are fighting among themselves, and are being impeded for malversation of funds. At the Hankow end nothing has been done. "The scheme of the battle over railways at present most in evidence, and causing the most noise, is the Hankow-Szechuan line, especially the Hankow end. The Szechuan people are reported to have put up some three or four years ago 1,000,000 dollars for their end of the line, but the Provincial Government has 'borrowed' it for other purposes. This seems to have given the scheme a set-back from which it has not yet recovered."

"The Hunan people, led by the students, are making frantic efforts to get their own way and build the railway with their own funds, and absolutely decline to have a penny of foreign money on any terms. Great meetings are being held in the guilds every Sunday, and the people are exhorted in flowery language to subscribe for shares. The shares are to be sold, each payable 100l. each year for five years. All classes and conditions of people are urged to buy. Glowing prospects of profits are held up to induce subscriptions."

At all these meetings reference is made in violent and unfattering language to the foreigner and his money. The speakers are steeped in anti-foreign views, which misrepresent the foreigner and hold him up to ridicule and hate.

"KINGS" OF RUBBER.

Stagnation in the Rubber market on the Stock Exchange has caused interest to shift from that centre of activity to Mining-lanes.

In that quarter-mile between Peachurch-street and Eastcheap rubber has ousted tea from its former pre-eminence. Hundreds of tons of the precious commodity change hands daily, every office door proclaims the craze.

Nothing testifies to the hold which rubber has obtained in Mining-lanes more eloquently than the lists of rubber companies on the doors of certain offices. Names of the East ending in "a," "at," "lan," "ak," "ang," "ee," "ah," and similar monosyllables reminiscent of Ceylon, Malay, Sumatra, and Java are crowded upon the opaque glass, until the stranger is compelled to marvel how on small office can be the home of so much actual and potential wealth. Clerks and typewriters crowd the desks within these favoured offices, wrist-deep in cheques, scrip and transfers. One small room, bare of all furniture but tables and four chairs, presents a mass of flexible telephone wires. Four men attend to the incessant ring of six telephones quoting prices, for "deals" in rubber are almost as plentiful as transactions in rubber shares.

Eight hundred names of men who are directors of rubber companies are given in a rubber hand-book. Many of these are credited with a share in the direction of a dozen or more companies. Mr. K. F. Arbuthnot is controller of the destinies of no fewer than twenty-four, including the great share Trust, which took over from him shares to the value of £300,000 held by him alone. Mr. William F. de Bois MacLaren is credited with sixteen directorships and has joined the board of two or more companies since the list was published. Among other men prominent in the "boom" are—

COMPANIES.	
Sir W. Hood Treacher	19
Mr. Herbert Wright	15
Mr. J. E. Dick Lander	14
Mr. T. C. Owen	13
Mr. T. Garrett	13
Mr. L. T. Bonstead	12
Mr. F. T. Talbot	12
Mr. F. Copeman	12
Mr. Thos. Ritchie	11
Mr. E. G. Gifford	11
Mr. Kerr Rutherford	11
Mr. C. F. Dean Drake	10
Mr. V. R. Wickwar	10
Mr. Dundas-Monk	8
Sir P. Swettenham	7

Such names as Mackenzie, Hamilton, Matland, Drummond, Cameron, Paterson, Stewart, are frequent in the list, for the East is full of Scots planters, who are now reaping the harvest of years spent under tropical suns.

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INDIGESTION.

It is not the quantity of food we eat, but what we digest and assimilate that nourishes the body. When the stomach and organs of digestion and nutrition are diseased, and the food eaten is only imperfectly digested, there is loss of nutrition, and the body loses strength as a natural consequence. Not only does the system suffer from lack of nourishment, but the derangement of the organs must inevitably cause further complications. Indigestion is a most prevalent source of constipation, which in its turn causes a disordered liver, and finally you become burdened with Chronic Dyspepsia. Indigestion invariably arises from improperly prepared food, hasty eating, over-indulgence, fatigue, and exhaustion during the hot weather, breathing foul air, excessive brain work, and more frequently from cares and worry which exhaust the nervous force and weaken the organs of digestion. Dr. Morse's Indian Root Pills are a safe, sure, and reliable remedy for all stomachic complaints. They aid in the digestion and assimilation of food, and in a mild and gentle manner regulate the system, restoring the weak and dyspeptic to health and strength. They give you clean bowels, a healthy stomach, a lively liver, active kidneys, and blood that is rich and red.

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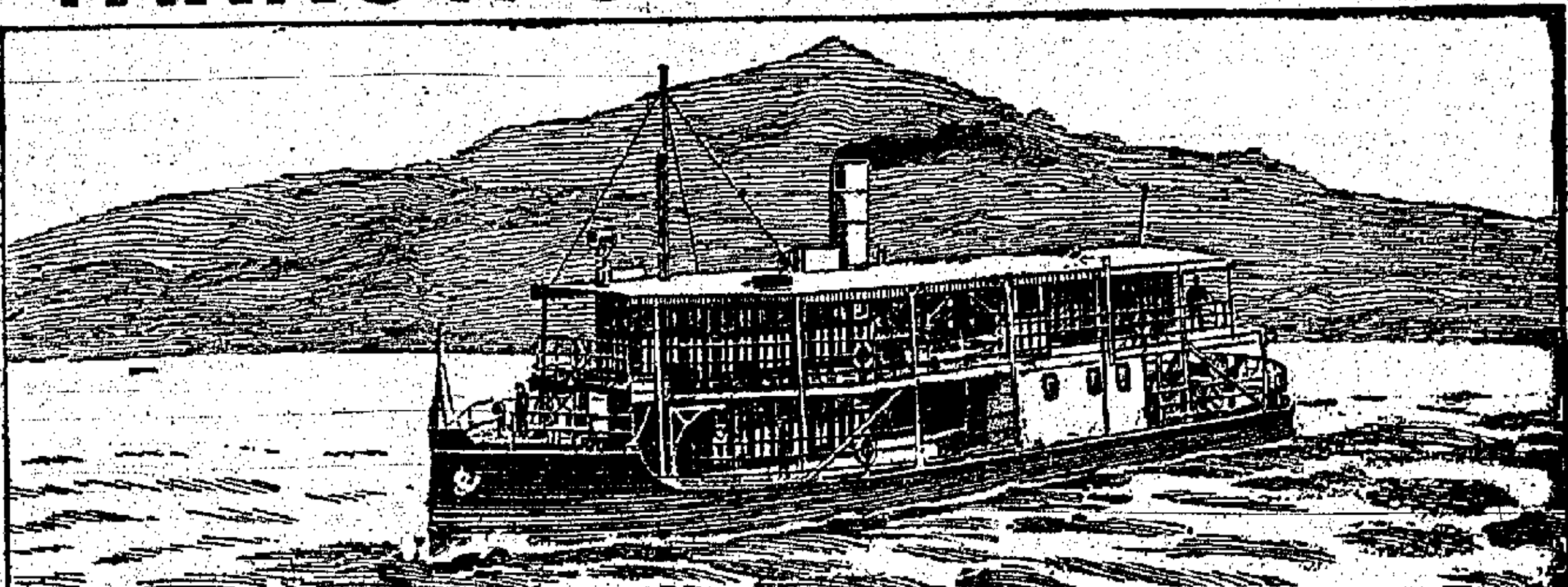
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"Quand Meme."
 Rupert Wargrave's olive skin flushed as he read this amazing billet doux. As a popular actor of unmatchable talent and good looks, he was accustomed to warmly-worded letters of admiration from feminine admirers, which he usually laughed at, and, after autographing the photographs of himself which they generally enclosed, would leave on the dressing table for Harding to re-address the photographs while he was on the stage. He was far too vain and pre-occupied with himself to be delicate-minded towards the silly females who wrote him these glowing notes, and who would have been horror-struck if they knew their ranting missives were left to the tender mercies of an actor's dresser. But the note he held in his hand struck what seemed a different chord. There was a brow-

Romantic Theatre, and when Wargrave, after answering repeated calls after the curtain had fallen on the last tableau, finally got away to his dressing-room, he was quivering all over with the excitement which he had to repress till the play ended. The volleys of applause were still sounding in his ears, and the man actually swelled with delight to think that the fair Inognita must have heard them also, must have taken part in the triumph of the man she had gloated to summon to her side with an imperiousness which of itself betokened the certainty of beauty and assured position. But he must not delay; even now perhaps "Quand Mêmes" was waiting for him in the Room No. 9. Who said that No. 9 was an unlucky number, a number used in black magic, and far worse in its own than the much-maligned thirteen?

While the genial man was talking, Wargrave's faculties were returning rapidly. Van Vart—Leonidas—Salstein!—Why, those were the names of his tailor, his tobacconist, his jeweller; he had never seen the heads of the firms before, but he knew he owed them all heavy bills which were lying at this moment on his dressing-table, unless Harding had put them as usual into the fire. Whatever faults and absurdities Wargrave was guilty of, there was some grit and common-sense in him, once he was not blinded with vanity. He had behaved like a fool, but he had not lost his wits. He was not a drunkard, and he could still more or less save the situation by taking the master as a joke and not losing his temper. That was his only chance. He was possibly horyal and charming in his language, as he threw off his coat and came up to the table,

79

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RUBBER COMPANIES.

SINGAPORE, May 12.

Date of formation.	Capital	Subscribed	Number of Shares	Value of Shares	Paid up to	Shares Unissued	Company	Quotations	Last Dividend
1909	120,000	105,000	105,000	105,000	1	1	Alor Gajah Rubber Estate	400	...
1909	875,000	800,000	140,000	140,000	5	5	Ayer Panas Rubber Estate Co.	14,000	...
1909	285,000	75,000	75,000	75,000	2	2	Allagar Rubber Estate, Ltd.	93	...
1905	210,000	210,000	1,600,000	1,600,000	2	2	Anglo-Malay Rubber Co., Ltd. (fully paid)	112.6	80% in '09
1905	200,000	151,200	151,200	151,200	10	10	Balugorio Rubber Estate, Ltd.	22.00	100% for '09
1909	350,000	35,250	470,000	470,000	2	2	Batang Malaka	5/6	...
1904	230,000	20,187/10/-	4,750	4,750	1	1	Batu Caves Rubber Co., Ltd. (f.p.)	18.00	50% for '09
1906	280,000	70,000	70,000	70,000	1	1	Batu Tiga (Selangor) Rubber Co., Ltd.	51.50	25% in '09
1909	210,000	68,908	57,814	57,814	1	1	Bukit Kajang Rubber Estates, Ltd.	38.6	...
1907	230,000	25,500	24,000	24,000	1	1	Bukit Lintang Rubber Estates, Ltd.	3.00	...
1903	270,000	68,700	68,700	68,700	1	1	Bukit Rajah Rubber Co., Ltd.	22.00	60% for '09
1910	500,000	50,000	50,000	50,000	10	10	Bukit Timah Rubber Estate, Ltd.	22.00	...
1906	235,000	230,000	30,000	30,000	1	1	Castledale (Klang) Rubber Co., Ltd.	51.00	...
1910	575,000	700,000	70,000	70,000	10	10	Chongkat Berdang Estate Co., Ltd.	18.00	...
1909	200,000	62,500	62,500	62,500	1	1	Chorus Rubber Estates, Ltd.	14.00	...
1909	225,000	175,000	1,750,000	1,750,000	2	2	Chersonese (F.M.S.) Estates, Ltd.	5/6	...
1904	210,000	16,000	10,000	10,000	2	2	Citely Rubber Estate	30.0	25% in '09
1905	475,000	62,007	62,007	62,007	1	1	Consolidated Malay Rubber Est., Ltd.	30.0	25% in '09
1906	210,000	102,500	102,500	102,500	1	1	Damanasara (Selangor) Rubber Co., Ltd.	810/0	50% for '09
1909	250,000	475,000	475,000	475,000	1	1	Edinburgh Estates, Ltd.	21.00	...
1909	45,000	40,000	40,000	40,000	1	1	Edinburgh Estates, Ltd.	21.00	...
1907	80,000	70,000	70,000	70,000	1	1	Edinburgh Estates, Ltd.	21.00	...
1909	830,000	300,000	300,000	300,000	17	17	Edinburgh Estates, Ltd.	21.00	...
1906	500,000	680,000	680,000	680,000	10	10	Edinburgh Estates, Ltd.	21.00	...
1909	230,000	205,000	305,000	305,000	1	1	Edinburgh Estates, Ltd.	21.00	...
1904	430,000	30,000	30,000	30,000	1	1	Edinburgh Estates, Ltd.	21.00	...
1909	220,000	200,000	20,000	20,000	10	10	Edinburgh Estates, Ltd.	21.00	...
1903	265,000	65,000	65,000	65,000	1	1	Edinburgh Estates, Ltd.	21.00	...
1909	220,000	182,500	182,500	182,500	2	2	Edinburgh Estates, Ltd.	21.00	...
1906	210,000	180,000	180,000	180,000	10	10	Edinburgh Estates, Ltd.	21.00	...
1907	200,000	200,000	20,000	20,000	1	1	Edinburgh Estates, Ltd.	21.00	...
1907	210,000	90,000	90,000	90,000	1	1	Edinburgh Estates, Ltd.	21.00	...
1907	230,000	208,780	107,930	107,930	1	1	Edinburgh Estates, Ltd.	21.00	...
1906	125,000	75,000	40,000	40,000	250	250	Edinburgh Estates, Ltd.	21.00	...
1895	210,000	88,324/8/-	18,244	18,244	3	3	Edinburgh Estates, Ltd.	21.00	...
1907	210,000	118,000	118,000	118,000	1	1	Edinburgh Estates, Ltd.	21.00	...
1909	220,000	75,000	150,000	150,000	1	1	Edinburgh Estates, Ltd.	21.00	...
1906	240,000	300,000	185,000	185,000	1	1	Edinburgh Estates, Ltd.	21.00	...
1909	220,000	175,000	175,000	175,000	2	2	Edinburgh Estates, Ltd.	21.00	...
1903	250,000	22,500	22,500	22,500	5	5	Edinburgh Estates, Ltd.	21.00	...
1909	200,000	200,000	20,000	20,000	1	1	Edinburgh Estates, Ltd.	21.00	...
1909	200,000	45,000	45,000	45,000	10	10	Edinburgh Estates, Ltd.	21.00	...
1910	240,000	295,000	35,000	35,000	5	5	Edinburgh Estates, Ltd.	21.00	...
1906	285,000	85,000	85,000	85,000	1	1	Edinburgh Estates, Ltd.	21.00	...
1909	260,000	68,875	15,000	15,000	1	1	Edinburgh Estates, Ltd.	21.00	...
1904	200,000	18,750	20,000	20,000	10	10	Edinburgh Estates, Ltd.	21.00	...
1904	210,000	100,000	50,000	50,000	2	2	Edinburgh Estates, Ltd.	21.00	...
1905	210,000	100,000	28,622	28,622	1	1	Edinburgh Estates, Ltd.	21.00	...
1907	210,000	80,400	48,000	48,000	1	1	Edinburgh Estates, Ltd.	21.00	...
1898	230,000	30,000	300,000	300,000	2	2	Edinburgh Estates, Ltd.	21.00	...
1905	250,000	500,000	5,000	5,000	100	100	Edinburgh Estates, Ltd.	21.00	...
1903	245,000	328,800	2,423	2,423	2	2	Edinburgh Estates, Ltd.	21.00	...
1909	210,000	100,000	100,000	100,000	1	1	Edinburgh Estates, Ltd.	21.00	...
1906	250,000	650,000	10,000	10,000	10	10	Edinburgh Estates, Ltd.	21.00	...
1909	250,000	100,000	100,000	100,000	1	1	Edinburgh Estates, Ltd.	21.00	...
1909	250,000	82,000	40,000	40,000	1	1	Edinburgh Estates, Ltd.	21.00	...
1908	210,000	175,000	100,000	100,000	2	2	Edinburgh Estates, Ltd.	21.00	...
1906	210,000	100,000	100,000	100,000	1	1	Edinburgh Estates, Ltd.	21.00	...
1907	270,000	55,000	55,000	55,000	1	1	Edinburgh Estates, Ltd.	21.00	...
1904	260,000	50,000	60,000	60,000	1	1	Edinburgh Estates, Ltd.	21.00	...
1907	45,000	40,500	12,600	12,600	1	1	Edinburgh Estates, Ltd.	21.00	...
1908	210,000	60,000	30,000	30,000	1	1	Edinburgh Estates, Ltd.	21.00	...
1909	209,000	167,000	33,000	33,000	5	5	Edinburgh Estates, Ltd.	21.00	...
1909	210,000	637,500	737,500	737,500	1	1	Edinburgh Estates, Ltd.	21.00	...
1907	220,000	170,000	170,000	170,000	1	1	Edinburgh Estates, Ltd.	21.00	...
1909	285,000	65,000	650,000	650,000	2	2	Edinburgh Estates, Ltd.	21.00	...
1904	260,000	50,000	506,000	506,000	2	2	Edinburgh Estates, Ltd.	21.00	...

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

SETTLE.

Alcority, despatch-boat, 700 tons, 4 guns, 3,000 h.p., Com. A. Lowndes, Shanghai.

Astraea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain E. B. Kiddle, Shanghai.

Atlas, admiral's tug, 615 tons, 1,400 h.p., Master, S. West, Hongkong.

Bedford, 1st class cruiser, Capt. E. S. Fitzherbert, Weihaiwei.

Brabant, gunboat, 710 tons, 900 h.p., Lieut. Comdr. B. G. Washington, Shanghai.

Britannia, gunboat, 710 tons, 900 h.p., Lieut. Comdr. E. H. Doneraue, Hongkong.

Cadmus, British sloop, 1,070 tons, Comdr. H. L. P. Heard, Shanghai.

Cherub, water tank and tug, 390 tons, 300 h.p., Master, W. Smith, Hongkong.

Olio, British sloop, 1,070 tons, Comdr. C. T. Borrett, Shanghai.

Fame, torpedo-boat destroyer, 310 tons, 6 guns, 5,700 h.p., Lieut. Comdr. C. E. Lloyd, Hongkong.

Flora, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 h.p., Captain J. Nicholas, Weihaiwei.

Handy, torpedo-boat destroyer, 275 tons, 6 guns, 4,000 h.p., Lieut. Comdr. B. J. D. Gay, V.C., Shanghai.

Hart, torpedo-boat destroyer, 275 tons, 6 guns, 4,000 h.p., Lieut. Comdr. H. S. Monroe, Shanghai.

Janna, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., Lt. Comdr. G. C. Heathcote, Shanghai.

Kent, 1st class cruiser, 9,800 tons, 14 guns, Capt. S. St. J. Farquhar, Weihaiwei.

Kinshira, river gunboat, 615 tons, Lieut. Comdr. T. J. S. Lyne, Yangtze.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Capt. F. C. Learmonth, Khatat, E. N. Borneo.

Mintara, 1st class cruiser, 14,600 tons, Capt. G. C. Cayley, Weening.

Monmouth, cruiser, 9,800 tons, Capt. L. E. Power, M.V.O., Weihaiwei.

Moorhen, river gunboat, 180 tons, 2 guns, Lieut. Comdr. G. P. Leith, West River.

Nightingale, river gunboat, 85 tons, 240 h.p., Lt. Comdr. Claude Hillierden-Woodward, R.N., Yangtze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns, 5,500 h.p., Comdr. E. Stevenson, Shanghai.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. J. White, Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. E. J. J. D. Southby, Hongkong.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. John Michael Barker, Yangtze.

Taka, torpedo boat destroyer, Gunner W. Barlow, R.N., Hongkong.

Tango, river gunboat, 180 tons, 2 guns, Lieut. Comdr. H. J. G. Good, Yangtze.

Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. M. B. Baillie Hamilton, Yangtze.

Vireo, torpedo-boat destroyer, 395 tons, 6 guns, 5,500 h.p., Lt. Comdr. G. B. Hartford, Hongkong.

Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut. Comdr. R. L. Hancock, Straits Settlements.

Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,500 h.p., Lieut. Comdr. G. B. Hartford, Hongkong.

Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Lt. Comdr. M. H. Wilding, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. B. R. Brooke, Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. F. A. Munlock, Yangtze.

Kaiserin Elisabeth, protected cruiser, 4,400 tons, 10 guns, 10,000 h.p., Northern Waters.

Panther, third class cruiser, 1,550 tons, 8 guns, 10,000 h.p., Commander Theodor Skarl Edl. von Schmidt-beim.

Achéron, armored gunboat, 1,530 tons, 9 guns, 1,700 h.p., Lieut. Bertrand, Saigon.

Alger, 2nd class cruiser, 4,320 tons, 22 guns, 5,100 h.p., Commander Fournier, Hongkong.

Alouette, gunboat, 506 tons, 7 guns, 400 h.p., Lieut. Audouard.

Beauvette, gunboat, 140 tons, Reserve, Saigon.

Camarote, gunboat, 184 tons, Reserve, Saigon.

Dédicace, gunboat, 630 tons, 10 guns, 500 h.p., Lieut. de Linsère, Shanghai.

Duplex, armored cruiser, 7,578 tons, 26 guns, 17,000 h.p.

Dessir, armored cruiser, 7,578 tons, 26 guns, 17,000 h.p.

D'Arville, gunboat, 141 tons, Reserve, Haiphong.

Esturgeon, sub-marine, 70 tons, 60 h.p., Lieut. Comdr. Saigon.

Fronde, destroyer, 800 tons, 7 guns, 6,800 h.p., Saigon.

Henri Rivière, river gunboat, 150 tons, 6 guns, 152 h.p., Haiphong.

Lynx, sub-marine, 70 tons, 60 h.p., Lieut. Marre, Saigon.

Montcalm, armored cruiser, (reserve), 9,67 tons, 36 guns, 19,600 h.p., Rear Admiral de la Croix de Castries (Commander-in-Chief).

Mouquet, destroyer, 300 tons, 7 guns, 6,300 h.p., Commander de la Roche Kerandron, Saigon.

Oly, river gunboat, 170 tons, 6 guns, 500 h.p., Lieut. de Meinderville, Upper Yangtze.

Pelre, river gunboat, 130 tons, 3 guns, 280 h.p., Lieut. Pouch, Tongkin.

Perle, sub-marine, 70 tons, 60 h.p., Lieut. Monnier, Saigon.

Pistolet, destroyer, 300 tons, 7 guns, 7,000 h.p., Commander Mortenol, Hongkong.

Protée, sub-marine, 70 tons, 60 h.p., Lieut. Morrie, Saigon.

Redoutable, battleship (reserve), 9,330 tons, 37 guns, 6,200 h.p., Capt. Dromat, Saigon.

Styx, armored gunboat, 1,800 tons, 8 guns, 1,800 h.p., Lieut. Savat, Saigon.

Takar, destroyer, 280 tons, 6 guns, 6,500 h.p., In Reserve, Saigon.

Vauban, torpedo-depot, Commander Mortenol, Hongkong.

Vétéran, torpedo-depot, Lieut. Bihel, Cap Saint-Jacques.

Vigilante, river gunboat, 180 tons, 6 guns, 7 h.p., Lieut. Dumoulin, Sikiang.

Arona, cruiser, 2,718 tons, Captain von Hippel, Amoy.

Ilia, gunboat, 1,000 tons, 10 guns, 1,800 h.p., Captain Lams.

Jaguar, gunboat, 900 tons, 10 guns, 1,300 h.p., Captain Graf von Posadowski-Wehner.

Leopold, cruiser, Captain Engel.

Lucie, gunboat 880 tons, 10 guns, 1,844 h.p., Captain Belken.

Scharnhorst, armored cruiser (flagship), 11,420 tons, 52 guns, 28,000 h.p., Captain Zar See Maun.

Taku, destroyer, 280 tons, 4 guns, and 2 torpedo tubes, 6,000 h.p., Commandant Kolbe (Hans) Bertram.

Torpedo boat "Sgo", Captain Lieut. Heyden.

Tiger, gunboat, 900 tons, 10 guns, 1,300 h.p., Captain v. Koss.

Teintant, gunboat, 170 tons, 3 guns, 1,300 h.p., Captain Ross.

Vaterland, gunboat, — tons, 3 guns, 500 h.p., Captain Toussaint.

ITALIAN.

Calabria, protected cruiser, 2,428 tons, 26 guns, 4,000 h.p., Capitano Maris Cassanova di Jersasso.

Puglia, protected cruiser, 2,428 tons, 26 guns, 7,000 h.p., Capitano Giamani Vignani Marchese Lorezo.

PATRIOT.

Patria, gunboat, 700 tons, Captain J. A. Rocco.

Roi ha D. Amelia, cruiser, 1,800 tons, Captain C. Lima.

Vasco da Gama, cruiser, 3,930 tons, Captain Augusto Jose de Almeida.

UNITED STATES.

Barry, destroyer, 420 tons, Ens. Edmund S. Root, Cavite.

Callao, gunboat, 24 tons, E. S. J. R. Morrison, Hongkong.

Chamorro, destroyer, 420 tons, Ens. I. N. McNair, Cavite.

Chatanooga, cruiser, 3,200 tons, Commander John D. Macdonald, Shanghai.

Cleveland, cruiser, 8,200 tons, Commander Hugh Rodman, Shanghai.

Highland, battle ship (flagship), 9,700 tons, 58 guns, 21,000 h.p., Comdr. John H. Gibbins, Shanghai.

Dale, destroyer, 420 tons, Lieut. Herbert H. Michael, Cavite.

On Sale at the "DAILY PRESS" Office, or
Local Booksellers.

TO-DAY.

11 A.M.—Auction of Loose Gunny Bags, at the C. N. Co., Ltd., Godown, Praya, West Point, by Messrs. Hughes & Hough.

12.15 P.M.—Twelfth Annual Ordinary Meeting of The "Star" Ferry Co., Ltd., at the Office of Messrs. Gibbs, Livingston & Co.

FORTHCOMING EVENTS.

Friday, 27th May—Auction of Valuable Household Furniture at "Goolistan" Conduct Rd., by Messrs. Hughes & Hough, 2.30 P.M.

Saturday, 28th May—Ordinary Annual General Meeting of Peak Tramways Co., Ltd., Noon.

SHIPPING.

ARRIVALS.

CHINSHUA, British str., 20th May—Canton.

HAMON, British str., 20th May—H. Stewart, 20th May—Swallow 19th May, General—Douglas, Japrik & Co.

KWONGSANG, British str., 20th May—Canton.

TRAN, British str., 1.347, A. W. Outerbridge, 20th May—Manila 17th May—Butterfield & Swire.

DEPARTURES.

20th May.

ARAGONIA, German str., for Cebu.

HAYANG, British str., for Swatow.

SURVIA, German str., for Shanghai.

YONGSHING, British str., for Saigon.

YUNNAN, British str., for Saigon.

SHIPPING REPORTS.

The British str. *Manila* reports: Fresh breeze, overcast and heavy rain.

The British str. *Manila* reports: Leaving Manila on the 17th inst. and experienced light variable winds and fine weather, sea smooth throughout the passage.

VESSELS IN DOCK.

May 19th.

Kowloon Dock—Union, St. Enoch, S.M.S. *Cornwall*, *Shin On*, *Carl Dietrichsen*, *Patria*, *Tsingtau*, *Landrat Schiff*, *Gloria*.

Cosmopolitan Dock—Kangon.

VESSELS EXPECTED.

THE AUSTRALIAN MAIL.

The C.N. Co. str. *Changsha* left Australia on the 27th ult., and may be expected here today.

The I.G.M. str. *Prins Sigismund* left Sydney on the 7th inst., at noon, and may be expected here on or about the 29th inst.

The E. & A. str. *Boatman* left Sydney on the 11th inst. for Queensland Ports, Port Darwin, Timor, Manila and Hongkong.

THE AMERICAN MAIL.

The P.M. str. *Manchuria* is due here tomorrow.

The T.K. str. *Chilo* left San Francisco on the 3rd inst., for Hongkong, via Honolulu, Japan and Shanghai, and is due here on the 31st inst.

The P.M. str. *Asia* left San Francisco on the 10th inst., via Honolulu, Japan and Shanghai, and is due here on the 7th prox.

THE FRENCH MAIL.

The M.M. str. *Yarra*, with the French Mail of the 24th ult., and mails from London of the 23rd ult., will leave Saigon on the 23rd inst., at noon, and is expected to arrive here on Monday morning, the 23rd inst., and will probably leave for Shanghai and Japan on the same afternoon.

THE HAWAIIAN MAIL.

The Ape str. *Aratoun* left from Calcutta left Singapore on the 19th inst. afternoon, and may be expected here on or about the 24th inst.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of Japan* arrived at Yokohama at 7 a.m. on the 18th inst., and left again at 3 p.m. same day for Kobe, where she is due to arrive at 3 p.m. on the 19th inst.

MERCHANT STEAMERS.

The str. *Glenloch* left Singapore on the 14th inst., and is due here today at noon.

The Bank Line Ltd. str. *Kumera* left Victoria, B.C., on the 7th inst., for Hongkong via Japan ports.

The H.A. Line str. *Belgravia* left Hankow on the 18th inst. a.m., and may be expected here on or about the 25th inst.

The O.E.K. str. *Fitzpatrick* left Tacoma on the 21st ult., for this port via Japan ports, and is expected to arrive here on or about the 31st inst.

The O.E.K. str. *Tacoma* left Tacoma on the 30th ult., for this port via Japan and Manila, and is expected to arrive here on or about the 8th prox.

PASSENGERS.

ARRIVED.

Per *Haimun*, from Swatow, Mrs. and Miss Chapman.

Per *Tan*, from Manila, Mr. Harris, Mr. Schuppman, Mr. Pettigrew, Mr. Knopp, Mr. Myers, Mr. Read, Mr. Poirie, Mr. Dittmer, Mr. and Mrs. Hemperly, Mr. and Mrs. Elliott, Mrs. Moran, Mrs. Underwood and Mr. Almond.

DEPARTED.

Per *Prinz*, *Eitel Friedrich*, for Shanghai, Messrs. F. Hull, C. L. Seitz, Debauch, Charpentier, G. D. Musso, R. J. Archen, McWilliam, A. C. Gabor, J. J. Gabor, G. Anderson, J. Nabona and Schatz, Mrs. Murray, Edna, Miss L. Everette, Mr. and Mrs. Berg, Mr. and Mrs. E. Nilsson, Dr. E. J. Gillard, Mr. and Mrs. Grandmann, Mr. and Mrs. Hudson, Mrs. L. M. Lopes, for Nagasaki, Director and Mrs. Tiemann, Miss Yamaguchi and Mr. Jahishe; for Yokohama, Mr. and Mrs. von Hogen and 2 children, Mrs. M. George, Mr. Graves, Rev. and Mrs. W. C. Hipwell, Messrs. Young W. Lee, A. Schwarzenberg and N. Tokutorie.

STEAMERS PASSED THE CANAL.

April 22nd—*Pereus*, *Prian*, *Shimosa*, *Sinaka*, *Saida*, *26*, *Benedict*, *Belmond*, *P. E. Friedrich*, *29th*, *Brigade*, *Newton*, *Tolman*, *clius*, *Yarra*, *May 3rd*—*Ali*, *Maru*, *Benlue*, *Indra*, *Penbrookshire*, *Pavia*, *Sambha*, *6th*—*Malta*, *Manila*, *Nippon*, *Peng Suet*, *Westphalia*, *Yangtze*, *10th*—*Benedict*, *Flintshire*, *Glasgow*, *Glenlivet*, *15th*, *York*, *Andravel*, *13th*—*Armand*, *Belle*, *Egson*, *Mishima*, *May 15th*—*Maru*, *Prins Ludwig*, *Specia*, *17th*—*Dardania*, *Glenetree*, *Liberia*, *Nile*, *Nippon*, *Arabia*.

ARRIVALS AT HOME.

May 13th—*Glenetree*, *Lyndhurst*, *Polynesian*.

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG.

For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Averages for 50 years from 1874 to 1909.

Price \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Bookellers.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, ROTTERDAM & ANTWERP.	MONMOUTHSHIRE	Brit. str.	—	G. E. Warner	JARDINE, MATHESON & Co., Ltd.	About 25th inst.
LONDON, &c. VIA USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	On 28th inst., at Noon
ROTTERDAM, HAMBURG & ANTWERP.	BURGHAVIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERICA LINE	About beginning of June
ROTTERDAM, HAMBURG & ANTWERP.	SILVIA	Ger. str.	k. w.	Porzelius	HAMBURG-AMERICA LINE	About middle of June.
ROTTERDAM, HAMBURG & ANTWERP.	ARCADIA	Ger. str.	k. w.	Hease	HAMBURG-AMERICA LINE	About end of June.
STRAITS, COLOMBO, PORT SAID, MARSEILLES, &c.	PALAWAN	Ger. str.	k. w.	C. R. Longdon, R.N.R.	P. & O. S. N. Co.	About 1st June.
HAYRE & HAMBURG VIA STRAITS, &c.	SENDAAMBIA	Ger. str.	k. w.	Eckhorn	HAMBURG-AMERICA LINE	On 10th June
HAYRE & HAMBURG VIA STRAITS, &c.	SURVIA	Ger. str.	k. w.	Kotze	HAMBURG-AMERICA LINE	On 23rd June
MARSEILLES, SC. VIA PORTS OF CALL.	AUSTRALIAN	Fr. str.	—	Riquier	MESSAGERIES MARITIMES	On 24th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HIRANO MARU	J. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 25th inst., at D'light
MARSEILLES, COPENHAGEN & GOTHENBURG	PEKING	Dut. str.	—	—	MELCHERS & Co.	On 26th inst.
MARSEILLES, HAYRE & HAMBURG, &c.	SILESIA	Ger. str.	k. w.	Salmer	HAMBURG-AMERICA LINE	On 30th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TANAO MARU	Jap. str.	—	A. Christiansen	NIPPON YUSEN KAISHA	On 8th June, at D'light
MARSEILLES, GENOA, ALGIERS, GIBRALTAR, &c.	KANO MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 22nd June, at D'light
THIESTE, SC. VIA SINGAPORE, &c.	DERFFLINGER	Ger. str.	—	F. Prosch	MELCHERS & Co.	On 1st June, at Noon.
NEW YORK	CHINA	Aus. str.	—	G. Berggustian	SANDER, WIELER & Co.	On 27th inst.
NEW YORK	SURUGA	Brit. str.	—	—	DODWELL & Co., Ltd.	About 31st inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	AFRICAN PRINCE	Am. str.	2 m.	—	ARNHOLD, KARBURG & Co.	On 14th June
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTAGUE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 24th inst., at Noon.
VANCOUVER, B.C. & SEATTLE VIA JAPAN	EMPEROR OF JAPAN.	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 4th June, at 6 P.M.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	CORAL	Brit. str.	—	F. W. Davies	DODWELL & Co., LTD.	On 11th June.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	LAMBA MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 24th inst., at 4 P.M.
TACOMA VIA KEELUNG & JAPAN	AWA MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 21st June, at 4 P.M.
CALLAO IQUIQUE, &c. VIA JAPAN PORTS, &c.	TACOMA MARU	Jap. str.	—	H. Yamamoto	OSAKA SHOSHEN KAISHA	On 15th June, at Noon
AUSTRALIAN PORTS VIA MANILA	HONGKONG MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 25th June, at Noon.
AUSTRALIAN PORTS VIA MANILA	CHING WALDENAR	Ger. str.	—	F. Isacke	MELCHERS & Co.	To-day, at 9 A.M.
AUSTRALIAN PORTS VIA MANILA	CHING WALDENAR	Ger. str.	1 m.	G. W. Eidy	BUTTERFIELD & SWIRE	On 26th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	M. Winckler	NIPPON YUSEN KAISHA	On 10th June, at Noon
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 8th July, at Noon
YOKOHAMA AND KOBE	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 8th June, at Noon.
KOBE & YOKOHAMA	PRINZ SIGISMUND	Ger. str.	—	D. Loeb	MELCHERS & Co.	About 30th inst.
JAPAN	ARI MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 30th inst., A.M.
CHEFOO & TIENSIN	TIPODAS	Dut. str.	—	J. P. van Emmenich	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	KEICHOW	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	To-morrow, at Daylight
SHANGHAI	CHINGHA	Brit. str.	1 m.	A. Harris	BUTTERFIELD & SWIRE	To-morrow, at Daylight
SHANGHAI KOBE & YOKOHAMA	KWONGSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., P.M.
SHANGHAI, MOJI & KOBE	YABA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst.
SHANGHAI	TOSA MARU	Jap. str.	—	Y. Nomura	BUTTERFIELD & SWIRE	On 26th inst., at 4 P.M.
SHANGHAI	SHAOHSING	Brit. str.	1 m.	H. A. Wall	BUTTERFIELD & SWIRE	About 26th inst.
SHANGHAI	ASSAYE	Brit. str.	—	Owen Jones, R.N.R.	BUTTERFIELD & SWIRE	On 29th inst., at D'light
SHANGHAI	LYNAN	Brit. str.	1 m.	C. Lindbergh	MELCHERS & Co.	Beginning of June.
SHANGHAI, YOKOHAMA & KOBE	NIPPON	Dut. str.	—	J. Randermann	MELCHERS & Co.	About 1st June.
SHANGHAI, TSINGTAI, NAGASAKI, KOBE, &c.	YOKO	Ger. str.	—	Y. Fueno	OSAKA SHOSHEN KAISHA	On 2nd June, at 3 A.M.
SHANGHAI VIA SWATOW, AMOY, FOCHOW	BOJUN MARU	Jap. str.	—	Hease	HAMBURG-AMERICA LINE	About 2nd June.
SHANGHAI, KOBE & YOKOHAMA	WESPHALIA	Ger. str.	k. w.	G. M. Montford, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 10th June, at Noon.
SHANGHAI, NAGASAKI KOBE & YOKOHAMA	MAITA	Brit. str.	—	Neumann	HAMBURG-AMERICA LINE	On 15th June
SHANGHAI, KOBE & YOKOHAMA	FOOHANG	Ger. str.	k. w.	A. Pander	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	ARABIA	Ger. str.	—	Y. Yamamoto	OSAKA SHOSHEN KAISHA	On 25th inst., at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	TSLIWONG	Dut. str.	—	H. Murayama	OSAKA SHOSHEN KAISHA	To-morrow, at 10 A.M.
ANPING VIA SWATOW & AMOY	SOSRU MARU	Jap. str.	2 h.	Stewart	DOUGLAS LAFRAIX & Co.	To-morrow, at 10 A.M.
TAMSUI VIA SWATOW & AMOY	DARGI MARU	Jap. str.	2 h.	W. C. Passmore	DOUGLAS LAFRAIX & Co.	On 24th inst., at 10 A.M.
SWATOW	HAIMUN	Brit. str.	—	Jameson	BUTTERFIELD & SWIRE	To-morrow, at Daylight
SWATOW, AMOY & FOCHOW	HATCHING	Brit. str.	1 m.	R. Rodger	SHEWAN, TOMES & Co.	To-day, at 5 P.M.
HAIPHONG.	SINGAN	Brit. str.	1 m.	A. W. Outbridge	BUTTERFIELD & SWIRE	On 24th inst., at 3 P.M.
MANILA	ZAPIRO	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at 4 P.M.
MANILA	TEAN	Brit. str.	1 m.	A. Fraser	SHEWAN, TOMES & Co.	On 28th inst., at Noon.
MANILA	LOONGSANG	Brit. str.	—	F. Sembl	MELCHERS & Co.	On 26th inst., at 9 A.M.
MANILA	RUBI	Brit. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 31st inst.
KUDAT & SANDAKAN.	BOENEO	Ger. str.	—	Bouman	JAVA-CHINA-JAPAN LINE	On 31st inst.
BOMBAY VIA SINGAPORE & COLOMBO	BINGO MARU	Jap. str.	—	—	—	—
BATAVIA, CHERIBON, SAMARANG, &c.	TIUMARI	Dut. str.	—	—	—	—

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overseas Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
OCEANO	4,657	F. W. Davies	On 11th June.
KUMERIC	6,232	J. Mathie	On 5th July.
ATYERIC	4,563	J. Boyd	On 25th July.
SUVERIC	6,232	P. S. Cowley	On 23rd August.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS.

Hongkong, 5th May, 1910.

NORDDEUTSCHER LLOYD BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
MANILA, YAP, FRIEDRICH, WILHELMSHAFEN, RABAUH, MARONN, BRISBANE and SYDNEY	"PRINZ WALDEMAR" Capt. F. ISECKE	Saturday, 21st May, at 9 A.M.
YOKOHAMA & KOBE	"PRINZ SIGISMUND" Capt. D. LENZ	About 30th May
KUDAT & SANDAKAN	"BOENEO" Capt. F. SEMBELL	Thursday, 26th May, at 9 A.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP, BREMEN	"DERFFLINGER" Capt. F. FROSCHE	Wednesday, 1st June, at Noon
SHANGHAI, TSINGTAI, NAGASAKI, KOBE and YOKOHAMA	"YOROK" Capt. J. RAMDERMANN	About 1st June
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. LENZ	Saturday, 18th June, at D'light

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 21st May, 1910.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE.

"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.	From Quebec.
"MONTEAGLE" TUESDAY, 24th May	"EMPERESS OF JAPAN" SAT., 4th June	"EMPERESS OF BRITAIN" FRI., 1st July
"EMPERESS OF JAPAN" SAT., 4th June	"EMPERESS OF CHINA" SAT., 25th June	"ALLEN LINE" FRI., 22nd July
"EMPERESS OF CHINA" SAT., 25th June	"EMPERESS OF INDIA" SAT., 16th July	"EMPERESS OF IRELAND" FRI., 12th Aug.
"EMPERESS OF INDIA" SAT., 16th July	"EMPERESS OF JAPAN" SAT., 6th Aug.	"ALLEN LINE" FRI., 2nd Sept.
"MONTEAGLE" TUESDAY, 16th Aug.		

Steamships leave HONGKONG at 5 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN or QUEBEC with the Company's New "Paladin" "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York \$71.10 Intermediate (on Steamers) \$43 " " \$45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"YARRA" Capt. —	On 23rd May, P.M.
MARSEILLES VIA PORTS	"AUSTRALIAN" Capt. —	On 24th May, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHC" Capt. Riquier	On 6th June, P.M.
MARSEILLES VIA PORTS	"TOURANE" Capt. Grannet	On 7th June, 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. THOMAS, AGENT,
Queen's Building.

Hongkong, 11th May, 1910.

VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS, LTD.
For LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"MONMOUTHSHIRE"
Capt. G. E. Warner, will be despatched as above on or about the 25th inst.

For Freight, or Passage, apply to—
JARDINE, MATHESON & Co., Ltd.,
Hongkong, 5th May, 1910. [599]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (Direct), calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the Brazils to PERIAN GULF, RED SEA, BLACK SEA, LEVANT, VENTON, and ADRIATIC PORTS).

THE Company's Steamship

"CHINA" 6000 Tons, Captain G. Berggustan, will be despatched as above on FRIDAY, the 27th May.

This Steamer has splendid accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor and stewardess.

For information as to Passage and Freight, apply to

SANDER, WIELER & Co.,
Agents,
Princes Buildings,
Hongkong, 20th May, 1910. [5]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA," Captain H. Powell, carrying H.M. Majesty's Mails, will be despatched from this port for Bombay, etc., on SATURDAY, the 28th May, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "CHINA" 7,912 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, etc., will be conveyed via Bombay by the R.M.S. "HIMALAYA" due in London on the 10th July, 1910.

Parcels will be received at this Office until 5 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
Superintendent,
Hongkong, 16th May, 1910. [1]

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

"SURUGA" About 31st May.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE Capt. Owen Jones	About 26th May	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA Capt. H. Powell	Noon, 28th May.	See Special of Call.
STRAITS, COLOMBO, PORT PALAWAN		About 1st June	Freight and Passage.
SHANGHAI, NAGASAKI, KOBÉ and YOKO	MALTA Capt. G. M. Montford, R.N.R.	About 2nd June	Freight and Passage.

For further Particulars, apply to
HONGKONG, 20th May, 1910.

E. A. HEWETT,
Superintendent

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINHUA"	On 22nd May, D'light
CHEFOO and TIENTSIN	"KUEICHOW"	On 22nd May, D'light
HAIPHONG	"SINGAN"	On 22nd May, D'light
MANILA	"TEAN"	On 24th May, 5 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 26th May, 4 P.M.
SHANGHAI	"SHAHSING"	On 26th May, 4 P.M.
SHANGHAI	"LINAN"	On 29th May, D'light

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANNUI," "CHEYAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—
HONGKONG, 20th May, 1910.

BUTTERFIELD & SWIRE,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KONGSANG" Sunday	22nd May, D'light
MANILA	"KONGSANG" Friday	27th May, 4 P.M.
SHANGHAI, KOBÉ & MOJÍ	"FOOKSANG" Friday	10th June, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sul. Exch. 4.

For Freight or Passage, apply to—
HONGKONG, 19th May, 1910.

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGER

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS KITCHENS.

STEAMERS	FOR	LEAVING
"HAINUN"	SWATOW	SUNDAY, 22nd May, at 10 A.M.
"HAICHING"	SWATOW, AMOY and FOCHOW.	TUESDAY, 24th May, at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage, apply to—
HONGKONG, 18th May, 1910.

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, COPENHAGEN and GOTHENBURG	"PEKING"	On 26th May.
SHANGHAI, YOKOHAMA and KOBÉ	"NIPPON"	Beginning of June.
MARSEILLES, COPENHAGEN and GOTHENBURG	"CANTON"	Middle of June.

For Further Particulars apply to
HONGKONG, 21st May, 1910.

MELOHRES & CO.,
AGENTS.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 21st May, 5 P.M.
TRUBI	2540	A. Fraser	Manila	On 23rd May, Noon

For Freight or Passage apply to
HONGKONG, 19th May, 1910.

SHEWAN, TOMES & Co.,
General Managers.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:	
OUTWARD.	HOMEWARD.
For SHANGHAI, KOBÉ & YOKOHAMA:	For MARSEILLES, HAVRE & HAMBURG:
S.S. WESTPHALIA ... 2nd June.	S.S. SILESIA ... 30th May.
S.S. ARABIA ... 15th June.	For ROTTERDAM, HAMBURG & ANTWERP:
S.S. SCANDIA ... 30th June.	S.S. BELGRAVIA ... About beg. of June
S.S. SEGOVIA ... 15th July.	For HAVRE & HAMBURG:
S.S. SAXONIA ... 28th July.	S.S. SENEGAMBIA ... 10th June.
S.S. SLAVONIA ... 10th Aug.	For ROTTERDAM, HAMBURG & ANTWERP:
	S.S. SILVIA ... About mid. of June.
	For HAVRE & HAMBURG:
	S.S. SUEVIA ... 25th June.
	For ROTTERDAM, HAMBURG & ANTWERP:
	S.S. ARCADIA ... About end of June.

Further Particulars, apply to—
HONGKONG, 6th May, 1910.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, etc., via MOJÍ, KOBÉ, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

S.S. HONGKONG MARU	11,000 tons gross	Sail June 25th, at Noon.
S.S. KIYO MARU	17,200 "	" " " " " " " " " " " "
S.S. BUYO MARU	10,500 "	" " " " " " " " " " " "
S.S. HONGKONG MARU	11,000 "	" " " " " " " " " " " "

For particulars apply to
N. YAMADA, Acting Manager.
TOYO KISEN KAISHA, King's Building.
HONGKONG, 31st January, 1910.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	HIRANO MARU Capt. H. Eraser,	9,000	WED'DAY, 25th May, at Daylight
	TANGO MARU Capt. A. Christensen,	8,000	WED'DAY, 8th June, at Daylight
	KAMO MARU Capt. F. L. Sommer,	9,000	WED'DAY, 22nd June, at Daylight

VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. J. Nagao,	7,000	SATURDAY, 18th June, noon KOBÉ.
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VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJÍ, KOBÉ, YOKKAICHI and SHIMIZU	TAMBA MARU Capt. K. Sato,	7,000	TUESDAY, 24th May, at 4 P.M.
YOKOHAMA	AWA MARU Capt. S. Ishikawa,	7,000	TUESDAY, 21st June, at 4 P.M.

SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler,	6,000	FRIDAY, 10th June, at Noon.
	YAWATA MARU Capt. T. Sekine,	5,000	FRIDAY, 8th July, at Noon.

SHANGHAI, MOJÍ and KOBÉ	TOSA MARU Capt. Y. Nomura,	6,000	TUESDAY, 24th May.
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KOBÉ and YOKOHAMA	AKI MARU Capt. K. Homma,	7,000	MONDAY, 30th May, A.M.
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BOMBAY via SINGAPORE and COLOMBO	BINGO MARU Capt. S. J. G. Parsons,	7,000	TUESDAY, 31st May.
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NAGASAKI, KOBÉ and YOKOHAMA	YAWATA MARU Capt. T. Sekine,	5,000	WED'DAY, 8th June, at Noon.
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CHEAPEST SUMMER RATES

BETWEEN
HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

Fitted with New System of Wireless Telegraphy. Cargo only. Carries Deck Passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHEASTERN PACIFIC RAILWAYS and Atlantic Steamers. Round the World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

HONGKONG, 6th May, 1910.

T. KUSUMOTO,
MANAGER.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
TACOMA via KEELUNG, MOJÍ, KOBÉ and YOKO	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 15th June, at Noon.
TACOMA via MOJÍ, KOBÉ and YOKOHAMA	"PANAMA MARU" Capt.		WED'DAY, 29th June, at Noon

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parola. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
TAMSUI via SWATOW & AMOY	"DAIGI MARU" Capt. M. Muratama	SUNDAY, 22nd May, at 10 A.M.
ANPING via SWATOW & AMOY	"SOSHU MARU" Capt. Y. Yamamoto	WED'DAY, 25th May, at 10 A.M.
SHANGHAI via SWATOW, AMOY & FOCHOW	"BUJUN MARU" Capt. Y. Fushino	THURSDAY, 2nd June, at 8 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine. The Newly Built Steamers "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

877

T. ARIMA,
MANAGER

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C. TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

PAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS of 1910, AND THE ANGLO-JAPANESE EXHIBITION of 1910.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG.

Japan Office:—32, WATER STREET, YOKOHAMA.

"THE BEER THAT'S BREWED TO SUIT THE CLIMATE."

O. B. BEER

GUARANTEED ABSOLUTELY PURE.

IS MADE FROM BEST OBTAINABLE MATERIALS AND BY MOST SCIENTIFIC METHODS.

\$12.00 PER CASE.

THE BEST AND MOST WHOLESOME TONIC IS

BOCK BEER

TAKEN WITH YOUR MEALS

\$14.00 PER CASE.

FROM YOUR DEALER OR FROM THE

ORIENTAL BREWERY, LTD.,

55 & 57, DES VŒUX ROAD.

VISITORS AT HOTELS.

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Mr. F. A. Atin	Mr. D. Macdonald	Mr. & Mrs. M. T. Baird	Mr. W. E. Mann
Mr. J. H. Backhouse	Mr. B. Manie	Mr. & Mrs. P. Banchflower	Mr. Thos. McCallum
Mr. & Mrs. A. Bleski	Mr. B. L. Marver	Mr. Frank Best	Mr. H. N. Mody
Mr. F. Bonnet	Mr. O. Harriott	Mr. P. F. Cor	Mr. "Older"
Mr. A. A. Bony	Mr. B. C. Martin	Mr. K. Delvalle	Mr. E. N. W. Nickels
Mr. A. G. Bradley	Mr. P. Mascaro	Capt. Dixon	Mr. Packer
Mr. H. Breitstein	Capt. J. McErie	Mr. Carl Drosing	Capt. and Mrs. W. C. Pasmore
Miss J. D. Champlin	Capt. & Mrs. McCracken	Mr. Fritz Gage	Mr. D. Percebois
Miss E. Chapman	Miss M. McInnes	Mr. Walter Hartig	Mr. E. Rigold
Mr. B. B. Clappie	Mr. G. C. McIntosh	Mr. G. M. Hay	Mr. Schae
Mr. M. O. Clark	Mr. P. G. McNeighton	Mr. A. B. Heston	Dr. Schmitt
Mr. E. E. Clark	Mr. J. E. Menagh	Mr. & Mrs. Holloway	Mr. E. E. Smith
Mr. H. L. Condon	Mr. John Merck	"R. R. Holloway"	Mr. & Mrs. A. Scott
Mr. W. F. Cowan	Mr. D. M. Mickle	Mr. & Mrs. Israel	Capt. Ven. Vix
Mr. F. S. Coyle	Mr. A. B. Moulder	Capt. J. J. Kennedy	Mr. Vincent
Mr. G. Curry	Mr. H. J. Morse	Misses K. J. M. Kennedy	Mr. G. C. Whitlaw
Mr. R. Dittmar	Mr. E. F. O'Neil		
Mr. H. Dodge	Mr. & Mrs. H. C. Ordway		
Mr. W. T. Donald	Miss E. I. Ordway		
Mr. J. H. Dorian	Miss H. F. Ordway		
Mr. A. E. Dunrich	Mr. C. Ott		
Mr. & Mrs. H. Ehrenfels	Mr. P. L. Pettigrow		
Miss Foster	Mr. E. Petia		
Mr. U. Froeborn	Mr. O. P. Pousie		
Mr. T. Frische	Mr. E. J. Prentiss		
Mr. H. Frische	Mr. & Mrs. Quail		
Mr. D. Gall	Capt. F. Rafen		
Mr. & Mrs. T. H. Gibson	Mr. A. de Rothchild		
Mr. H. E. Gibbon	Mr. B. H. Roy		
Miss Goodall	Mr. G. F. R. R. R. R.		
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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN ROUTE TO EUROPE.

TUESDAY, MAY 17TH.

Commencing on Tuesday, May 17th, the new 5 cents receipt stamp will be on sale at the Post Office and stamp office. This stamp is not available for postage purposes. No 5 cents postage stamps will be issued after May 19th.

The Yarra, with the French mail of the 22nd ult., left Saigon on Friday, the 20th instant, at noon, and may be expected here on or about Monday, the 23rd inst., at daylight.

FOR	PER	DATE
Manila	Tular	Saturday, 21st, 9.00 A.M.
		Saturday, 21st, 10.00 A.M.
		Printed Matter and Samples, 10.00 A.M.
		Registration with late fee of 10 cents up to 10.45 A.M.
		Registration, B.O., 10.00 A.M.
		No late fee.
		Letters, 11.00 A.M.
		Sunday, 22nd, 1.00 P.M.
		Sunday, 22nd, 1.15 P.M.
		Sunday, 22nd, 4.00 P.M.
		Sunday, 22nd, 5.00 P.M.
		Sunday, 22nd, 5.00 P.M.
		Sunday, 22nd, 5.00 P.M.
		Sunday, 22nd, 5.00 P.M.

Swatow, Amoy and Tamsui	Daigai Maru	Sunday, 22nd, 9.00 A.M.
Macao	Sui Tai	Monday, 23rd, 1.15 P.M.
Macao	Sui Tai	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Poochow	Hatchung	Tuesday, 24th, 9.00 A.M.
Keelung, Shanghai, Moji, Kobe, Yokohama, Shimizu, Yokohama, Victoria & Seattle	Tamba Maru	Tuesday, 24th, 9.00 A.M.
Manila	Yan	Tuesday, 24th, 9.00 A.M.
KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA & VANCOUVER (B.C.)	Monteagle	Tuesday, 24th, 10.00 A.M.
SIBERIAN MAIL TO EUROPE		

EUROPE, A.C. INDIA VIA TUTORIN
(Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.)
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

Batavia, Cheribon, Samarang, and Sourabaya	Tinahi	Wednesday, 25th, 11.00 A.M.
Macao	Sui Tai	Wednesday, 25th, 1.15 P.M.
Macao	Sui Tai	Thursday, 26th, 1.15 P.M.
Shanghai	Shaoching	Thursday, 26th, 3.00 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle	Changsha	Thursday, 26th, 3.00 P.M.
Manila	Loonquoy	Friday, 27th, 3.00 P.M.

SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA, HONOLULU, AND SAN FRANCISCO
SIBERIAN MAIL TO EUROPE

Manila	Rubi	Saturday, 21st, 11.00 A.M.
		Saturday, 21st, 10.00 A.M.
		Printed Matter and Samples, 10.00 A.M.
		Registration with late fee of 10 cents up to 10.45 A.M.
		Registration, B.O., 10.00 A.M.
		No late fee.
		Letters, 11.00 A.M.
		Sunday, 22nd, 1.00 P.M.
		Sunday, 22nd, 1.15 P.M.
		Sunday, 22nd, 4.00 P.M.
		Sunday, 22nd, 5.00 P.M.
		Sunday, 22nd, 5.00 P.M.
		Sunday, 22nd, 5.00 P.M.

Shanghai	Linan	Saturday, 21st, 11.00 A.M.
		Saturday, 21st, 10.00 A.M.
		Printed Matter and Samples, 10.00 A.M.
		Registration with late fee of 10 cents up to 10.45 A.M.
		Registration, B.O., 10.00 A.M.
		No late fee.
		Letters, 11.00 A.M.
		Sunday, 22nd, 1.00 P.M.
		Sunday, 22nd, 1.15 P.M.
		Sunday, 22nd, 4.00 P.M.
		Sunday, 22nd, 5.00 P.M.
		Sunday, 22nd, 5.00 P.M.
		Sunday, 22nd, 5.00 P.M.

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SHARE LIST.—QUOTATIONS.

HONGKONG, MAY 19TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$950, sellers
National Bank of China, Limited	99,925	\$7	\$6	\$76, buyers
Sell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$10, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$11, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$2, sellers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$93, sales
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 132
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$64, sellers
International Cotton Spinning Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 62
New Amoy Dock Co., Limited	8,000	Tls. 100	Tls. 100	Tls. 74
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 250
DAIRY FARM COMPANY, LIMITED	40,000	\$71	\$6	\$19, buyers
DOCKS AND WHARVES.				
Hongkong and Whampoa Dock Co., Ltd.	60,000	\$50	all	\$59, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$60, sellers
New Amoy Dock Co., Limited	10,000	\$62	\$62	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	56,700	Tls. 100	Tls. 100	Tls. 77, buyers
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 122
FERWICK & CO., LIMITED	18,000	\$25	\$25	\$10, sellers
GREEN ISLAND CEMENT CO., LIMITED	400,000	\$10	\$10	\$74, sales
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$205
Hongkong Electric Co., Limited	60,000	\$10	all	\$20, sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$107, buyers
Hongkong Ice Company, Limited	5,000	\$25	all	\$83, buyers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$150, sellers
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$177, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$114
China Traders Insurance Co., Limited	24,000	\$93.33	\$25	\$97, buyers
Hongkong Fire Insurance Co., Limited	6,000	\$250	\$50	\$346, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 110, sellers
Union Insurance Society, Limited	12,400	\$250	\$100	\$835, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$230
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$102, sales
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	\$10	\$84
Kowloon Land and Finance Co., Ltd.	6,000	\$50	\$30	\$30, buyers
Shanghai Land and Finance Co., Ltd.	78,000	Tls. 50	Tls. 50	Tls. 112
West Point Building Co., Limited	12,500	\$50	\$50	\$40, sellers
MINING.				
Mount Robinson and Sons' Gold Mines Ltd.	15,000	Fcs. 250	all	\$625, buyers
Kaib Australian Gold Mining Co., Ltd.	200,000	\$1	18/10	\$8, sellers
Peak Tramways Co., Limited	50,000	\$10	\$10	\$15, buyers
Phillipine Co., Limited	75,000	\$10	\$10	\$1.60, buyers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$177, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$23, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$8, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$73, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$30, sales & sel.
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	72 sel. (L/don)
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$97
Star Ferry Company, Limited	10,000	\$10	\$10	\$25, sales
South China Morning Post, Limited	10,000	\$10	\$5	\$14, sel. & sel.
Steam Laundry Company, Limited	6,000	\$25	\$25	\$25, buyers
Steam Navigation Company, Limited	20,000	\$5	\$5	\$5, buyers
STEAMSHIP DISCOUNTS.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10
Wm. Powell, Limited	15,000	\$7	\$7	\$3, sellers
Watkins, Limited	10,000	\$10	\$10	\$3, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$6, sales & sel.
Weissmann, Limited	3,000	\$10	\$10	\$10, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$4	\$11, sellers
Union Waterboat Co., Limited	100 fiders	\$10	\$10	\$300
BUSINESS.				
Singapore and Johore	—	—	—	\$22 (Str.)
Balgownie	—	—	—	\$22 (Str.)
Pegohs	—	—	—	\$55 (Str.)
Allagars	—	—	—	7/3
Anglo-Malays	—	—	—	21/6
Castledelfs, fully paid	—	—	—	130/-
Highlands and Lowlands	—	—	—	155/-
Kannings	—	—	—	11/- prem.
Kuala Lumpur	—	—	—	210/-
Leedbury's	—	—	—	105/-
Linggis	—	—	—	66/-
Shelfords	—	—	—	85/-
Sungai-Kapars	—	—	—	200/-
United Serdangs	—	—	—	150/-
Bukit Kajangs	—	—	—	80/-
Eastern and International	—	—	—	47/6 prem.
London Ventures	—	—	—	8/-
Sumatra Paras	—	—	—	18/-
Merlemaus	—	—	—	8/-
Batu Tigas	—	—	—	110/-
LOANS.				
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

ON LONDON —	May 19th.
Telegraphic Transfer	1/9 1/2
Bank Bills, on demand	1/9 1/2
Bank Bills, at 30 days' sight	1/9 1/2
Bank Bills, at 4 months' sight	1/9 1/2
Credits, at 4 months' sight	1/9 1/2
Documentary Bills 4 months' sight	1/9 1/2
ON PARIS —	
Bank Bills, on demand	227
Credits, at 4 months' sight	230 1/2
ON GERMANY —	
On demand	184
ON NEW YORK —	
Bank Bills, on demand	453
Credits, at 60 days' sight	444
ON BOMBAY —	
Telegraphic Transfer	134 1/2
Bank, on demand	134 1/2
ON CALCUTTA —	
Telegraphic Transfer	134 1/2
Bank, on demand	135
ON SHANGHAI —	
Bank, at sight	74 1/2
Private, 50 days' sight	75 1/2
ON YOKOHAMA —	
On demand — Pesos	87 1/2
ON MANILA —	
On demand — Pesos	83
ON SINGAPORE —	
On demand	76 1/2
ON BATAVIA —	
On demand	107 1/2
ON HAIPHONG —	
On demand	3 1/2
ON HONGKONG —	
On demand	86 1/2
SOVEREIGNS, Bank's Buying Rate	\$11.10
GOLD LEAF, 100 fine, per tael	\$87.90
SILVER, per oz.	24 1/2
SUBSIDIARY COINS.	
Chinese	20 cents pieces, \$9.43 discount.
Chinese	10 " \$9.77 "
Hongkong	20 " \$9.25 "
Hongkong	10 " \$9.58 "

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OPIMUM.
May 3rd.

Quotations are:—
Malwa New \$2,700/2,730 per pion.
Malwa Old \$2,740/2,760 "
Malwa Older \$2,770/2,790 "
Malwa V. Old \$2,800/2,820 "
Persian fine quality \$1,400/1,500 "
Persian extra fine \$2,500/2,600 "
Patna New \$2,500 per chest.
Patna Old "
Bombar New \$2,500 "
Bombar Old "

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